

## Prices and Prospects.

### FURNACES RECEIVE MORE COKE BUT MANY ARE STILL BANKED

(are Are in Operation Than  
There Were This Time  
Last Week.

#### MERCANT STACKS LEAD

Coal Works Furnaces in Regularity  
of Operation; Inquiries Out for First  
Half Coke, But No Contracts Clos-  
ed; Slow Progress at Clairton.

Special to The Weekly Courier

PITTSBURG, Dec. 26.—Receipts of  
blast furnace coke increased some-  
what last week, showing a recovery  
from the worst stage of the fuel fam-  
ine, but they did not reach a level  
equal even to the average conditions  
prevailing for a number of weeks  
past. This week, on account of the  
holiday, it is difficult to make a gen-  
eral appraisal of the situation. Some  
furnaces concluded that inasmuch as  
they are sure to have to bank more  
coke in the long run they might as  
well bank over Christmas and give  
their men a holiday at a good time,  
part from this holiday banking,  
there are more furnaces in operation  
than at the beginning of last  
week.

There is need of accurate statistics  
as to the amount of pig iron pro-  
duced, that is being lost on account  
of shortage of coke. Current estimates  
in many cases are erroneous, and give  
an exaggerated idea of the amount by  
which the blast furnaces are short. A  
coal deal is heard of the furnaces  
are forced to bank while little is  
heard of those that are able to keep  
running. A popular misapprehension  
exists from the notion in some quar-  
ters that if the steel works furnaces  
cannot operate in full the merchant  
furnaces are in still worse position,  
but is not the case. It is well es-  
tablished that on an average the mer-  
chant furnaces are operating to bet-  
ter advantage than the steel works  
furnaces.

One often encounters the view, in  
circles outside the trade, that the fix-  
ing of coke prices by the government  
is partly responsible for the short-  
age. That is obviously an incor-  
rect conclusion, in view of the fact  
that consumers who make their de-  
cisions themselves, like the Carnegie  
steel company, have a shorter supply  
than many merchant furnaces that  
depend upon purchased coke. To the  
consumer-consumer class it does not  
matter what the market price or the  
price is.

There has been some inquiry lately  
regarding coke on contract for the  
first half of 1918 but such inquiry has  
been leading to the closing of con-  
tracts. If operators have any free-  
dom to prefer to hold it to be sold  
at a profit. However, it is one of  
the curious facts in the situa-  
tion that coke producers are unwill-  
ing to admit that they are making  
losses. It is very rarely the case that  
sales are reported and yet there  
have been considerable business in  
the past few weeks. When the  
coke price was first set, September 24,  
there were a number of cases of  
operators who stated they had sold  
slight output for the first half of the  
year but had not made corre-  
sponding contracts for the remain-  
der of this year. It has been neces-  
sary, of course, to sell that coke. It  
is commonly estimated in the trade  
that there was a larger monthly con-  
sumption of coke under contract for the  
first half of 1918 than there was for  
the last quarter of this year. If the  
production has left no coke for sale  
on the open market of late, then the  
production will not be sufficient  
to fill the contracts for the first half  
of the new year.

The market appears to be practi-  
cally normal, but is quotable at the  
verge, as sales at higher prices  
are punishable by fine and impris-  
onment.

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#### COKE FREIGHT RATES.

The freight rates on coke from  
the Connellsville district, which  
includes what is officially known  
as the Connellsville region  
(sometimes called the Basin dis-  
trict) and the Lower Connells-  
ville region (often called the  
Klondike and sometimes the  
Masonville district) to principal  
points for shipment, are as fol-  
lows, per net ton of 2,000 pounds,  
effective June 15, 1917:

Destination	Rate
Baltimore	41.35
Buffalo	3.00
Canton	1.55
Chicago	2.55
Cleveland	1.75
Columbus	1.85
Detroit	2.35
E. St. Louis	2.85
Elm	1.85
Harrisburg	1.85
Joliet	2.55
Louisville	2.55
Minneapolis	2.00
New York	2.00
Philadelphia	2.20
Pittsburgh	2.00
Port Henry, N. Y.	2.35
Pottstown	2.10
Reading	2.00
Richmond, Va. (B. & O.)	3.00
Richmond, Va. (P. & E.)	3.10
South Bethlehem	2.15
Swedeland, Pa.	2.15
Toledo, O.	2.00
Wheeling	1.25
Valley Point	1.35

For Exports  
From Connellsville District:  
Philadelphia (P. O. B. ves-  
sels) ..... 31.25  
Baltimore (P. O. B. ves-  
sels) ..... 31.25  
From Latrobe District:  
Philadelphia (P. O. B. ves-  
sels) ..... 31.25  
Baltimore (P. O. B. ves-  
sels) ..... 31.25

to the price agreement. Some con-  
sumers would perhaps be willing to  
pay higher than the set prices. At any  
rate, there has been a considerable  
consumption of basic iron sold in the Pit-  
tsburg district by Alabama furnaces, at  
the set price of \$33, the freight being  
\$1.55 from Birmingham, whereas if  
\$33.00 at Valley furnaces were paid  
the cost delivered would be only \$35.55.  
The market is quotable as follows:

Destination	Rate
Baltimore	41.35
Buffalo	3.00
Canton	1.55
Chicago	2.55
Cleveland	1.75
Columbus	1.85
Detroit	2.35
E. St. Louis	2.85
Elm	1.85
Harrisburg	1.85
Joliet	2.55
Louisville	2.55
Minneapolis	2.00
New York	2.00
Philadelphia	2.20
Pittsburgh	2.00
Port Henry, N. Y.	2.35
Pottstown	2.10
Reading	2.00
Richmond, Va. (B. & O.)	3.00
Richmond, Va. (P. & E.)	3.10
South Bethlehem	2.15
Swedeland, Pa.	2.15
Toledo, O.	2.00
Wheeling	1.25
Valley Point	1.35

These prices are for a. b. furnace.  
Freight from the Valley to Pittsburgh  
is 95 cents, while freight from a few  
western Pennsylvania furnaces range  
a shade less.

### NO REVISION IN PRICES

Being Urged the Iron and Steel Trade  
Feels Relieved; Price System Has  
Worked Very Satisfactorily.

NEW YORK, Dec. 27.—The Ameri-  
can Metal Market and Daily Iron &  
Steel Report will review the steel and  
iron trade tomorrow as follows:

The iron and steel producing trade  
is somewhat relieved by the clear  
prospect that no price revision will be  
urged by the Washington authorities  
in the near future. It is felt that the  
system of set prices has worked very  
well indeed, on the whole, and that any  
interference would be likely to cause  
confusion. It is strenuously asserted  
that prices are not too high. Consider-  
ing the circumstances they are much  
less favorable to the producers than  
was contemplated when the basis was  
agreed upon September 21st, as costs  
have increased very materially since  
then through wage advances and have  
been particularly high in the past few  
weeks on account of restricted pro-  
duction due to the railroads being un-  
able to deliver sufficient raw materi-  
als.

So far as concerns steel for ordi-  
nary commercial purposes there is  
practically no market as inquiry is  
very limited and producers have prac-  
tically nothing to offer. On account of  
heavy deliveries of Government steel  
and restricted production as well, de-  
liveries to ordinary commercial users  
on contracts have been drawn out  
and mills are not making much head-  
way in working off their contract ob-  
ligations. While the market is ex-  
pected to grow somewhat more active  
after the turn of the year the general  
impression is that there will be very  
little steel available for uses entirely  
disconnected from the war and per-  
haps not a great deal of demand for  
that class of material, either. In ad-  
dition to the regular requirements of  
the government for war purposes there  
is likely to be more steel transferred  
from the ordinary commercial cate-  
gory to the "helping the war" class,  
as the fullest conduct of the war seems  
to include nearly all the ordinary  
steel consuming channels.

Transportation conditions, as relat-  
ing to the iron and steel industry,  
have experienced a slight further im-  
provement in the past few days, but  
are still decidedly poorer than 30 days  
ago. It is doubtful whether the rail-  
roads can recover fully from the ef-  
fects of the cold wave of a little more  
than a fortnight ago.

#### Growth of Coal Industry.

The coal production of the United  
States grew from less than a half mil-  
lion short tons in 1836 to 2,000,000  
tons in 1849; 15,000,000 in 1860; 71,000,000  
in 1880; 158,000,000 in 1890; 270,000,000  
in 1900; 502,000,000 in 1910; 500,000,000  
in 1916, and estimated at 650,000,000  
short tons in 1917.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION.	WEEK ENDING DEC. 22, 1917.				WEEK ENDING DEC. 8, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,465	17,907	2,558	107,781	20,465	17,907	2,558	105,175
Lower Connellsville	17,445	15,173	2,272	123,555	17,445	15,173	2,272	119,872
Totals	37,910	33,080	4,830	231,336	37,910	33,080	4,830	225,047

FURNACE OVENS.	WEEK ENDING DEC. 22, 1917.				WEEK ENDING DEC. 8, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	17,059	15,358	1,701	141,950	17,059	15,358	1,701	140,035
Lower Connellsville	5,826	4,866	830	37,675	5,826	4,866	830	36,144
Totals	22,885	20,154	2,531	179,625	22,885	20,154	2,531	176,179

MERCHANT OVENS.	WEEK ENDING DEC. 22, 1917.				WEEK ENDING DEC. 8, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,407	2,619	753	25,809	3,407	2,619	753	25,452
Lower Connellsville	11,510	10,577	1,242	86,510	11,510	10,577	1,242	83,198
Totals	14,917	13,196	2,000	112,319	14,917	13,196	2,000	108,650

SHIPMENTS.	WEEK ENDING DEC. 22, 1917.				WEEK ENDING DEC. 8, 1917.			
	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.
To Pittsburgh	3,158	12,542	2,932	10,126	3,158	12,542	2,932	10,126
To Points West of Pittsburgh	2,466	13,575	4,038	14,232	2,466	13,575	4,038	14,232
To Points East of the Region	1,428	1,037	519	3,599	1,428	1,037	519	3,599
Totals	5,052	27,154	7,489	27,957	5,052	27,154	7,489	27,957

SHIPMENTS.	WEEK ENDING DEC. 22, 1917.				WEEK ENDING DEC. 8, 1917.			
	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.
By River	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
TOTAL	288,757	288,757	288,757	288,757	288,757	288,757	288,757	288,757

### HALF BILLION TONS COAL PRODUCED IN 11 MONTHS OF 1917

November Heaviest Month of  
the Year to Date,  
Except One.

#### COKE 1,000,000 TONS LIGHT

Output in November Lowest Since  
February. Loss Being 290,000 Tons  
Compared With Same Month Last  
Year; Daily Average 104,077 Tons.

According to the report of the  
United States Geological Survey the  
November production was, with one  
exception, the largest in any month in  
the history of bituminous coal mining  
in America. A preliminary estimate  
places the output at 47,717,000 net  
tons. January, 1917, recorded 47,738,000  
tons but in 26 working days as  
against 25, or 35, for November.

The average production per working  
day during the month was 1,872,432  
tons, as compared with 1,757,325 tons  
in October. The November rate has  
been exceeded only once in the last  
two years, when in February, 1916,  
the average production per working  
day rose to 1,882,771 tons.

The cumulative production from  
January 1 to November 30, 1917, came  
within 427,000 tons of equalling the  
entire 1916 output. Up to November  
30, 1917, the country is estimated to  
have produced 502,091,000 tons. The  
entire output of the year 1916 was  
502,519,000 tons. The country may  
thus be said to be one month ahead of  
the 1916 performance. If the present  
rate of production be maintained, the  
total output for 1917 will better the  
record of 1916 by 9 per cent.

The estimated production of bitumi-  
nous coal and beehive coke, in net  
tons, is shown in the following table:

	1916	1917
Bituminous coal (including coal coked)	44,597,817	47,717,000
Average per working day	1,763,610	1,872,432
Cumulative from Jan. 1	453,420,810	502,091,000
BEEHIVE COKE		
Monthly Production	2,333,958	2,633,961
Average per working day	122,247	151,077
Cumulative from Jan. 1	32,656,692	31,557,386

Coincident with this increased ac-  
tivity in the bituminous industry as a  
whole, the production of beehive coke  
reached the lowest figure recorded  
since February. The total output of  
beehive coke during November is  
estimated as 2,633,961 net tons, as  
compared with 2,333,958 tons during  
the preceding month. The month's  
production was 230,000 tons less than  
in the corresponding month of 1916.  
The average output per working day  
was 104,077 tons.

The cumulative production from  
January 1 to November 30, 1917, was  
31,557,386 tons, falling short of the  
total output for 1916 production for  
the same period by 1,099,306 tons. The  
decrease is the more remarkable in  
view of the fact that the demand for  
coke in the iron and steel industry and  
has been possible only through a  
compensating increase in the produc-  
tion of by-product coke. During the  
last two years the rate of production  
has fallen so low only once. In Feb-  
ruary, 1917, the average per working  
day was 103,258 tons.

#### Mining Company Chartered.

The charter papers for the Laurel  
Mining company were received at the  
court house, Uniontown Monday af-  
ternoon. The incorporators are James  
R. C. Carr of Philadelphia, Harry M.  
Baleman of Confluence, and John P.  
Kephart. The capital stock of the  
concern is \$100,000. The principal of-  
fices will be located in Philadelphia.

#### To Start New Mill.

The first mill at the Carnegie Steel  
company's new McDonald bar mill  
plant near Youngstown, O., will be  
started January 3.

### TO MERGE THE COAL LANDS OF THOMPSON IN A BIG COMBINATION

For Selling Purposes Only Is Plan of  
the Liquidating Committee; Issue  
Bonds to Mortgage Creditors.

Arthur Havemeyer, on behalf of the  
liquidating committee of the J. V.  
Thompson estate, has made announce-  
ment of two new projects designed to  
shape the coal holdings in a better  
shape for making sale.

The first of these plans proposes  
a merger of 350,000 acres of coal  
land owned by the Thompson inter-  
ests into

## THE FUEL SHORTAGE BEING BLAMED ON A NUMBER OF THINGS

Trade Commission Asserts  
Misuse of Cars Is One  
Cause of Trouble.

## THE RAILROADS AT FAULT

Is Another Claim; Coal Industry Is  
Paralyzing Other Industries; Mine  
Labor Disorganized and All Sorts  
of Troubles Exist, It Is Alleged.

In its annual report the Federal Trade Commission goes to some pains to give its views on the coal situation, basing its statements upon the results of investigations made by its cost accountants and others.

"Imperfect transportation and continued misuse of coal car equipment is still at the bottom of the present serious situation regarding" is the conclusion of the commission in its report.

The commission, which has for the past year had a large force of cost accountants, investigators, and economists studying the coal problem, told Congress again what it stated last June in a special report—that there is a sufficient and adequate supply of coal cars, but that misuse of them makes capacity output impossible.

The commission quoted excerpts from its report of June 20, adding, "Passage of time has demonstrated the correctness of the commission's statement. The delay in the movement of coal cars—both loaded and empty—continues to limit the output of the mines. Movements of coal cars, so slow as to average 12 to 15 miles per day, are now matters of common knowledge. No effort at stimulation, either by way of exhortation to labor or increased prices to operators, can avail against the absolute limit of production set by the misuse of coal car equipment, of which, if properly used, there is an adequate supply."

"The commission believes that subsequent events have demonstrated the correctness of the statement that the coal industry is paralyzing the industries of the country, and that the coal industry itself is paralyzed by the failure of transportation."

The excerpts from the commission's report of last June which it thus deems passage of time has upheld and which are repeated, declare:

"The present production of bituminous coal the country over is about 40 per cent of the possible maximum, and this limitation is solely to be charged, as to primary cause, to faulty rail transportation. The present demand for coal is unprecedented, but the mines now open are capable of filling this demand if adequate car supply is furnished."

"It is a fact in the bituminous industry—that the capacity of a mine for production and the capacity of labor is limited absolutely by the supply from day to day of coal cars for the moving of the product. Thus we have found that, with the market at unheard-of prices, labor is often standing idle at the mines and production is limited as compared with the possible productive capacity."

"We find that mine labor is being disorganized by reason of irregular employment and forced idleness, and that in some fields bituminous mines are working only three or four days a week and that willing labor and willing operators are standing idle half the time."

"In other fields where there is now a more nearly adequate car supply the irregularity of car supply in months past has so disorganized and discouraged labor that these mines are not now nearly at full capacity of production. The irregularity and uncertainty of employment has caused the miners to be tempted to leave the mines and go into other employment, and, having left, it is difficult to bring them back."

"The commission believes that there are enough coal cars in the country, but that there are not enough coal cars delivered to the mines, and that an inadequate supply having been delivered to the mines and loaded, these cars are not moved to the point of consumption either with the greatest of expedition, nor are they promptly discharged upon their arrival at their destination."

"In the latest report the commission aims to clear up an apparent misinterpretation of its position regarding corporate relationship between transportation companies and coal companies. In its report of June last the commission said in part:

"Whatever measure of success has marked the efforts of the commission with relation to anthracite coal has been largely because the car supply has been adequate by reason of the close corporate relation between rail transportation and anthracite production."

"Quite the contrary condition exists with relation to bituminous and rail transportation and with relation to water transportation as to both kinds of coal."

The above excerpt is repeated in the latest report with this declaration immediately following:

"This statement of the commission seems to have been open to a construction that a close corporate relation between coal-mining companies and transportation agencies is desirable. On the contrary, the commission was seeking simply to show that if sufficient interest is present transportation facilities in existence can be made adequately to care for stimulated production. The speedy movement of coal by interested transportation companies was pointed out to emphasize by contrast the misuse of rolling stock by other transportation companies. The evils of a community of interest between coal-producing and coal-transporting companies are fully

recognized by the commission. Instead of being in the public interest, this community of corporate interest, therefore, makes for unduly high prices of coal to the public, and has in it the making of further monopoly."

## WORK OF U. S. LABOR BUREAU

Considerable Was Accomplished During the Year in Listing Available Workers in All Lines.

In his annual report Secretary of Labor Wilson says that the extraordinary demand for "man power" on the industrial side as distinguished from the military side of war preparations was responded to by the department through its United States Employment Service as soon as the demand arose. Shortly after the declaration of war a call came to this department from the United States Shipping Board to locate and report on the number of ship carpenters, calkers, and other skilled ship-workers in the United States available for immediate duty. Within 10 days a list of approximately 19,000 skilled mechanics ready to respond to the call of the government or firms engaged in shipbuilding under contract with the government was filed in the Division of Information.

Reports now at hand indicate an impending call for not less than 150,000 skilled workers of many classes, involving 30 mechanical trades, to serve in the various shipyards engaged in constructing vessels for the Shipping Board.

The United States Public Service Reserve was created June 24, 1917, by the Secretary of Labor. This organization is planned to be a registration agency for patriotic citizens who desire to offer their services to the government either with or without compensation and to work either directly in government enterprises or in enterprises engaged in service for the government.

The secretary here reviews at length the work of women in the war under the various organizations and adds:

An analysis of the thousands of calls for women labor on war contracts shows that, aside from the making of munitions the work for which women are most needed in war industries is woman's world-old work—spinning, weaving, knitting, sewing, and conserving of food. Of course they are called upon to do it under modern industrial conditions, in mills and factories equipped with power-driven ring frames, looms, and knitting or sewing machines. But woman's work is the same; only her tools have changed. The war has given an added importance to her ancient task and emphasizes the responsibility of this department to see to it that her efficiency does not fail in this the Nation's emergency through lack of effective attention to the conditions which surround her labor.

## SHIPMENTS OF ORE FELL OFF MORE THAN 3 PER CENT IN 1917

Total Decrease 2,235,292 Tons  
Below the Record of  
Last Year.

## SEASON LATE IN OPENING

Adverse Weather at the Close Helps  
to Reduce Total, Although Movement  
Last Month Was Heaviest of Any  
November in History of Lake Trade.

Shipments of Lake Superior iron ore in 1917 aggregated 62,498,901 gross tons. In 1916 the lake shipments were 64,734,198 gross tons. The decrease this year thus amounts to 2,235,297 gross tons, or 3.45 per cent, says the Cleveland Daily Iron Trade.

Some months ago the impression was generally held that the lake fleet would have difficulty in moving more than 60,000,000 gross tons this year owing to the serious delay encountered from ice in the early months of the season. On June 1 the fleet was 3,500,000 gross tons behind its 1916 record. With only a comparatively small increase in capacity, the lake fleet was expected to have difficulty in keeping up with the record made between June 1 and the closing of the 1916 season. Despite serious delays encountered in September and October through the shortage of railroad cars, the lake fleet, however, ran around its 1916 record and brought the total season's shipment down to 2,235,297 gross tons.

The splendid results shown by the lake fleet during November and December account for much of this favorable showing. The record last month was the heaviest of any November in the history of the lakes. In December, despite the early appearance of freezing weather, ore shipments were 911,476 gross tons, within 174,425 gross tons of the 1916 figure and far above any other December. Coupled with an all-rail movement of 2,000,000 gross tons, the total shipments of iron ore from the Lake Superior shipments this year approximate 64,500,000 gross tons against 66,638,468 gross tons in 1916.

Lake shipments by years, since 1906 are as follows:

Year	Gross Tons
1917	62,498,901
1916	64,734,198
1915	66,213,894
1914	62,012,837
1913	59,079,472
1912	47,456,777
1911	32,136,411
1910	42,828,768
1909	47,858,519
1908	25,427,934
1907	41,296,769
1906	37,818,389

State Would Sell Coal.  
A movement is on foot in Colorado to amend the state constitution to provide for mining and selling coal by the state.

## THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, December 22, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
132	132	Beatty	Greensburg
136	60	Boyer	Greensburg
30	30	Brush Run	Brush Run Coke Company, Mt. Pleasant
20	20	Carolyn	Peerless-Cville Coke Co., Greensburg
150	150	Clare	Clare Coke Co., Connellsville
40	40	Doxier	Connellsville Coke Co., Connellsville
40	40	Ellen No. 1	Whyel Coke Co., Uniontown
50	50	Ellen No. 2	Whyel Coke Co., Uniontown
100	100	Elizabeth	Unity-Cville Coke Co., Greensburg
200	200	Elm Grove	W. J. Rainey, New York
125	110	Fort Hill	W. J. Rainey, New York
10	10	Franklin	Summit-Cville Coke Co., Connellsville
100	100	Gilmora	Unity-Cville Coke Co., Uniontown
125	60	Grace	W. J. Rainey, New York
8	8	Helen	Samuel I. Lehr, Youngwood
145	145	Humphrey	Bessemer Coke Co., Pittsburgh
42	42	Johnson	Shannon Coal & Coke Co., Uniontown
38	38	Johnson	Johnson Fuel Co., Uniontown
40	40	Magee	Magee Coke Co., Uniontown
140	140	Mahoning	Mahoning Coal & Coke Co., Connellsville
40	40	Mt. Pleasant	W. J. Rainey, New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co., Greensburg
32	32	Myers	Brownfield-Cville Coke Co., Uniontown
40	40	Nollie	Brown & Cochran, Dawson
80	40	Palmer	Palmer Coke Co., Uniontown
180	180	Paul	W. J. Rainey, New York
550	618	Revere	W. J. Rainey, New York
40	40	South Fayette C. & C. Co.	South Fayette C. & C. Co., Uniontown
40	40	Thomas	Whyel Coke Co., Uniontown
80	80	Veteran	Mt. Pleasant Coke Co., Greensburg
57	42	West Penn	West Penn Coke Co., Pittsburgh

Ovens	In Works	Name of Operators	Address
FURNACE OVENS.			
260	190	Adelaide	H. C. Frick Coke Co., Pittsburgh
300	300	Alverson	H. C. Frick Coke Co., Pittsburgh
397	392	Bazgaley	H. C. Frick Coke Co., Pittsburgh
300	300	Brown	H. C. Frick Coke Co., Pittsburgh
240	240	Brinkerton	H. C. Frick Coke Co., Pittsburgh
300	300	Buckeye	H. C. Frick Coke Co., Pittsburgh
260	260	Calumet	H. C. Frick Coke Co., Pittsburgh
301	301	Central	H. C. Frick Coke Co., Pittsburgh
74	74	Coalbrook	H. C. Frick Coke Co., Pittsburgh
400	400	Collier	H. C. Frick Coke Co., Pittsburgh
400	400	Continental 1	H. C. Frick Coke Co., Pittsburgh
400	400	Continental 2	H. C. Frick Coke Co., Pittsburgh
300	300	Continental 3	H. C. Frick Coke Co., Pittsburgh
120	120	Creshead	H. C. Frick Coke Co., Pittsburgh
312	312	Darbyton	H. C. Frick Coke Co., Pittsburgh
220	220	Doxier	H. C. Frick Coke Co., Pittsburgh
272	272	Hecla No. 1	H. C. Frick Coke Co., Pittsburgh
372	372	Hecla No. 2	H. C. Frick Coke Co., Pittsburgh
300	300	Hecla No. 3	H. C. Frick Coke Co., Pittsburgh
355	355	Hostetter	Hostetter-Cville Coke Co., Pittsburgh
250	240	Junata	H. C. Frick Coke Co., Pittsburgh
305	305	Kyle	H. C. Frick Coke Co., Pittsburgh
400	400	Lebanon	H. C. Frick Coke Co., Pittsburgh
602	481	Lebanon 2	H. C. Frick Coke Co., Pittsburgh
602	429	Lebanon 3	H. C. Frick Coke Co., Pittsburgh
304	304	Leith	H. C. Frick Coke Co., Pittsburgh
227	214	Lemont No. 1	H. C. Frick Coke Co., Pittsburgh
350	350	Lemont No. 2	H. C. Frick Coke Co., Pittsburgh
500	500	Mammoth	H. C. Frick Coke Co., Pittsburgh
480	399	Marguerite	H. C. Frick Coke Co., Pittsburgh
185	185	Mattie	H. C. Frick Coke Co., Pittsburgh
250	250	Oliphant	H. C. Frick Coke Co., Pittsburgh
323	314	Oliver No. 1	Oliver & Snyder Steel Co., Pittsburgh
480	417	Oliver No. 2	Oliver & Snyder Steel Co., Pittsburgh
300	300	Oliver No. 3	Oliver & Snyder Steel Co., Pittsburgh
400	400	Phillips	H. C. Frick Coke Co., Pittsburgh
143	400	Redstone	H. C. Frick Coke Co., Pittsburgh
120	120	Rist	H. C. Frick Coke Co., Pittsburgh
445	445	Shoaf	H. C. Frick Coke Co., Pittsburgh
425	323	Southwest 1	H. C. Frick Coke Co., Pittsburgh
150	121	Southwest 2	H. C. Frick Coke Co., Pittsburgh
260	166	Southwest 3	H. C. Frick Coke Co., Pittsburgh
901	811	Standard	H. C. Frick Coke Co., Pittsburgh
110	110	Senet-Solway	Dunbar Furnace Co., Uniontown
100	100	Stewart Iron Co.	Stewart Iron Co., Uniontown
464	464	Trotter	H. C. Frick Coke Co., Pittsburgh
350	320	United	H. C. Frick Coke Co., Pittsburgh
300	112	Valley	H. C. Frick Coke Co., Pittsburgh
96	42	White	H. C. Frick Coke Co., Pittsburgh
352	352	Whitney	Hostetter-Cville Coke Co., Pittsburgh
200	300	Wynn	H. C. Frick Coke Co., Pittsburgh
500	450	Yorkrun	H. C. Frick Coke Co., Pittsburgh
245	245	Youngstown	H. C. Frick Coke Co., Pittsburgh

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CONNELLSVILLE, PA.

## A HEAVY DROP IN OUTPUT

Of Coal and Coke During First Half  
of December Due to the Con-  
ditions Imposed by Weather.

The report of the United States Geological Survey of bituminous coal production during the week ending December 15 shows that on account of the zero weather and the heavy fall of snow the output was the lowest since the first week of June. The daily average, including coal made into coke, was 1,402,594 tons. The next lowest week since June 1 was that ended August 18 when, on account of strikes in Illinois, Kentucky and elsewhere, the average was 1,638,613 tons per working day.

For the week of December 8 the mines of Western Pennsylvania made 81.9 per cent full time compared with 76.2 full time for the previous week. The Somerset district made the poorest showing with 57.6 per cent.

The dominant factor limiting production is lack of transportation. As long as the soft coal mines of the country are idle from one-seventh to one-fifth of the time because there are no cars at the tipple, more laborers could add but little to the output. It should, however, be remembered that the railroads are already carrying more coal than ever before in the history of the country. The production of bituminous coal during the month of November was, with one exception, the largest in any one month in the history of bituminous coal mining in America.

The production of beehive coke was also adversely affected, declining 12.8 per cent during the week. The total output for the week is estimated at 538,134 net tons, an average per working day of 89,689 tons.

roads declined from 79.2 to 49.5 per cent, the lowest figure reported since the inauguration of the weekly coke report. The losses were largely attributed by the operators to lack of coke cars. While technically this explanation was correct, it is in fact unjust to hold transportation responsible for the extraordinary decline in output, as the roads were laboring under the handicap imposed by the storm.

## PLENTY OF STEEL

For Government's War Requirements  
And Allies as Well.

At the conference between government officials and representatives of the steel trade, it is understood that the War Industries Board was given assurance by the producers, that while output has suffered severely recently because of coke shortage, and freight congestion, an ample supply of steel would be available to meet all the war requirements of the United States government and its allies, even if there should be further reduction of five per cent to 10 per cent in production; it is only a question of the judicious distribution of the steel output among the mills rolling the products most needed by shipbuilders and by war munitions manufacturers.

At the same time, the seriousness of conditions due to need of coke, to inadequate transportation and to labor problems, was not minimized. Another phase of the situation which has been brought to the attention of some government officials, not a few times, is the derangement of mill and ship schedules because of the inadequate issuing of some government specifications due to lack of understanding of steel plant practice. This haphazard way of specifying is responsible to some extent for reduced output and for the increased productive cost of steel.

The ratio of tonnage of coke produced to capacity as rated by the rail-

Boys, Porter & Co.

## YOUGH PUMPS

Steam, Air and Electric Driven

Boys, Porter & Co.

Connellsville, Pa., U. S. A.

## Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

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and By-Product Coking Coal.

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Uniontown, Pa.

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## WASHINGTON COAL & COKE CO.

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### YOUGHIOGHENY COAL

Steam Gas Coking

### CONNELLSVILLE COKE

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Low Sulphur Hard Structure

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C. M. WOLFF, General Sales Agent.

## Hostetter-Connellsville Coke Co. HIGHEST GRADE

## Connellsville Coke

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## FUEL EFFICIENCY SUBJECT OF CLOSE INQUIRY BY BUREAU

The National Department of  
Mines Making Many  
Investigations.

## LOSSES BY HAND-FIRING

As Compared With Mechanical Stok-  
ing: Frags of Heat Transmission  
and Tress Arising From Leaky  
Boiler Joints Being Studied.

In the activities of the United States Bureau of Mines during the last year a series of investigations made of fuel efficiency, combustion of fuel and heat transmission these problems relate to the generation of steam. The investigations are made by the fuel efficiency laboratory located at the Pittsburgh station of the bureau.

The general purpose of the investigation of the process of combustion is to obtain quantitative data for the use of engineers in designing efficient furnaces or burning efficiently various kinds of fuel. The investigations have been carried on in two special apparatus, one of which was designed for studying the combustion of the fuel in the fuel bed, and the other for studying the combustion of the gases above the fuel bed. During the first part of the year the study of combustion in the fuel beds of hand-fired furnaces was completed and prepared for publication as a technical paper.

During large part of the year the fuel efficiency section studied the burning of the gases and smoke in the combustion space of a hand-fired furnace. The furnace used in these investigations has a long combustion chamber and is so equipped that a measured quantity of air can be supplied at uniform rate through the grate, and another quantity separately measured over the fuel bed to burn the gas and the smoke rising from the fuel bed. The work done shows that a quantity of the air supplied through the grate determines the rate, and a quantity of air supplied over the fuel bed determines the completeness of the combustion. By measuring the air, the desired quantity, determined in advance, can be introduced in each place, and thus the rate at the completeness of combustion can be more easily controlled.

The object of these particular investigations is to determine how large combustion space a furnace must have to burn efficiently a given coal at a given rate of combustion. Hence several coals of different chemical characteristics are burned at various rates and with different air supplies over the fuel bed. The completeness of combustion that would be obtained with furnaces having different sizes of combustion space is determined by taking many simultaneous gas samples at several cross sections of the long combustion chamber.

So far three kinds of fuels have been tested, namely, Pittsburgh, Illinois, and Pocahontas coal, each being tested with three rates of air supply and different air supply over the fuel bed. It is planned to test also anthracite coal, lignite, and wood.

This investigation with the hand-fired furnaces equipped with a Murphy stoker, as described in Bulletin 137-A. They also supplement the results of the study of combustion in the fuel bed of hand-fired furnaces, which was published in Technical Paper 137-B.

The results obtained confirm beyond dispute the conclusions stated in Technical Paper 137, to the effect that only about one-half of the air needed for the complete combustion of coal in a furnace can be supplied through the fuel bed; the other half must be supplied over the fire. A complete combustion is not possible. On account of the intermittent feeding of coal in hand-fired furnaces it is very difficult to maintain a condition in the furnace favorable to burning the coal efficiently. Immediately after firing, through the duration of volatile matter from the fuel bed is comparatively low, so that there are losses from incomplete combustion. Two minutes after firing, when the volatile matter is given off, there is too large an excess of air over the fuel bed.

After the process of tests has been completed it is planned to replace the fire-brick arch over the grate with a cast surface furnished by a water pan to study whether the slow heating of the freshly fired coal will induce furnace conditions more favorable to the efficient burning of coal than those obtainable with a fire-brick arch over the grate.

The object of the heat transmission investigation conducted at the Pittsburgh station is to obtain reliable data for the rational design of steam boilers as heat absorbers. Among the factors to be investigated the principal are: The diameter, and the length of boiler tubes, the temperature of the gases, and the velocity at which the gases pass over the heating surface of the boiler. It is also planned to investigate the effect of the scale and of soot on the efficiency of the boiler. The apparatus for these investigations consists of a fire-tube boiler fitted with several sets of tubes of different diameters. The shell of the boiler is so constructed that the length of a boiler can be made 20, 15, 10 and 5 feet. The source of heat will be hot gases from a furnace burning natural gas. The experiments begin with the boiler 20 feet long and tubes 3 inches in diameter. During the previous two years a series of 455 tests was made with the initial temperature 600, 800, 1,000, 1,200, and 400 degrees, the velocity of the gases ranging from 25 to 500 feet per second,

and the steam pressure in the boiler being 110 pounds gage. During the year 1917 other series of 25 tests was made, except that the steam pressure was kept at 10 pounds gage, in order to determine the effect of steam pressure on the rate of heat transmission. The results of both of these series of tests were partly prepared for publication as a technical paper.

As a secondary problem the causes of leaky joints between the boiler tubes and the tube sheets were studied. Measurement of the temperature of the various parts of the joint while the boiler was in use showed that every time the temperature of the joints exceeded 750 degrees F. a leak occurred, in spite of the fact that after a test was completed the joints were allowed to cool very slowly in an effort to avoid leakage. So far the indications are that the leakage is due to overheating the joints and not to cooling suddenly, although the latter theory has been held regarding leaky joints in locomotive boilers.

Three reports were completed and submitted for publication during the year as follows: A bulletin on measuring temperature of gases in boiler settings; a technical paper on combustion at low rate in fuel beds of hand-fired furnaces; and a technical paper on the chemistry of burning the volatile matter of coal.

## ARMY TRUCKS BEING USED TO RELIEVE THE FREIGHT TIEUP

First Section of 30,000 Now on  
Way to the Atlantic  
Seaboard.

## WILL RELIEVE 15,000 CARS

Which the Railroads Can Divert to  
Other Traffic: Will Operate Over  
Routes Selected by Army Engineers;  
Experiment Watched With Interest.

The first section of the American Army's new experimental truck transport service has started from Detroit on its way to the Atlantic seaboard. The trip is being taken in an effort to relieve congestion in freight terminals by the upland use of motor trucks. The plans have been worked out by the Quartermaster Department and the Highways Transport Committee of the Council of National Defense.

If the plan proves successful, it is estimated that the total relief to the railroads, through the shipment to the coast under their own power of the 30,000 war trucks the Army has under construction, will amount to 600 tons. The trucks have an average capacity of three tons and only two of them can be shipped by rail in a 40-ton freight car. The new plan will, therefore, relieve fifteen thousand 40-ton freight cars and will also permit the transportation of 90,000 tons of Government materials to the coast from the interior storage depots. The actual number of freight cars which the plan will relieve, therefore, if successful, will be 17,350 forty-ton cars.

The plan will serve also another urgent need, that of producing adequate opportunity for the training of an effective corps of transport drivers and officers. No matter how capable a man may be in the operation of a truck at home under peace-time conditions, he must receive weeks of additional instruction and training before he can become an efficient unit in the highly organized transport service which has been worked out by the French and English behind the western front.

The training which our men will receive in driving loaded Army trucks from factory to seaport under the trying conditions which will be encountered this winter will, as nearly as possible, reproduce the actual service conditions abroad. Under the plan, crisscrossed out the transport companies will negotiate drives of varying distances up to 800 miles over various types of highways, and our men will have met and solved actual problems which will be invaluable to their efficient service behind the lines.

Working in close touch with the storage committee of the Council of National Defense, which is helping to work out the efficient mobilization of the varied stores of war at convenient central points, the highways transport committee is laying out a comprehensive system of through routes between the truck production centers, the storage centers, and Atlantic coast ports. The routes which are being selected are those which can most easily and clearly be brought into condition to stand the traffic and which will lead most directly from the truck production centers to the seaboard. A central main line or backbone military highway will be selected between Chicago and New York City, and leading to this main line feeder routes from the various scattered motor-production centers. In the East branch routes will lead off the main line north and south to the various Atlantic coast ports.

Officers of the Quartermaster's Department have been for months gathering detailed information in regard to these roads and the possibility of heavy motor-truck traffic over them. State and county officials have been called to Washington and are urged as a patriotic duty in the war emergency to bring local gaps immediately into suitable condition. Late in November engineers representing the Office of Public Roads of the Department of Agriculture and the Corps of Engineers, United States Army, left Detroit, spent 10 days in selecting the most feasible route between Detroit and an Atlantic coast port, and the first motor truck company is now following this route. Officials will watch the results of this first motor company's drive of 600 miles with keen interest and upon the success of this trip will depend the extent to which motor-truck transportation on the part of the government will be developed.

## LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, December 22, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
46	Adah	Weston-Fayette Coke Co.	Greensburg
100	Allegheny	W. Harry Brown	Allegheny, Pa.
293	Alison No. 1	W. J. Rainey	New York
200	Alison No. 2	W. J. Rainey	New York
143	American No. 1	Reilly-Feabody	Pittsburg
240	American No. 2	Reilly-Feabody	Pittsburg
48	Anick	The Wiley & Feather Co.	Uniontown
42	Bellevue	Bellevue Coal & Coke Co.	Pittsburg
257	Bosco	Champion Gas Coal Co.	Pittsburg
39	Browning	Browning Coke Co.	Uniontown
50	Brownsville	Brownsville Coke Co.	Uniontown
24	Burchinal	Smithfield Coal & Coke Co.	Smithfield
205	Century	Century Coke Co.	Uniontown
40	Champion	Champion Cville Coke Co.	Uniontown
130	Crystal	United Cville Coke Co.	Uniontown
236	Denb.	Reliance Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
160	Donald 3	Consolidated Cville Coke Co.	Uniontown
149	Edna	Waltersburg Coke Co.	Uniontown
32	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Byrne & Co.	Byrne & Co.	Uniontown
80	Frederick	South Fayette Coke Co.	Uniontown
118	Garwood	Acme-Connelville Coke Co.	Connelville
58	Genuine	Genuine Cville Coke Co.	Pittsburg
200	Groff No. 1	Groff Coke Co.	Uniontown
200	Groff No. 2	Hillman-Neff Coke Co.	Pittsburg
210	Harbert	Connelville Central Coke Co.	Connelville
45	Hillside	Westmoreland Gas Coal Co.	Connelville
175	Hill Top	Connelville Coke Co.	Connelville
194	Hoover	James H. Hoover	McClellandtown
38	Hope	Hope Coke Co.	Uniontown
125	Hustand	Hustand-Semans C. & C. Co.	Pittsburg
260	Isabella	Hecla Coal & Coke Co.	Uniontown
140	Katherine	Union Connelville Coke Co.	Uniontown
220	Lafayette	Atlas Coke Co.	Mt. Pleasant
30	Lafayette	Franklin Coke Co.	Uniontown
400	Lincoln	Lincoln Coal & Coke Co.	Pittsburg
40	Little Gem	The Bixler Coal & Coke Co.	Pittsburg
250	Low Phon	Cville Central Coke Co.	Pittsburg
54	Luzerne	Luzerne Coal & Coke Co.	Uniontown
64	Marion	Southern Cville Coke Co.	Uniontown
132	Menallen	Menallen Coke Co.	Uniontown
200	Mc Hope	Mc Hope Coke & Coke Co.	Connelville
60	Old Hom	Old Hom Coal & Coke Co.	Uniontown
480	Orient	Orient Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Pittsburg
20	Perry	Perry Coke Co.	Uniontown
72	Plumer	Plumer Coke Co.	Uniontown
101	Poland	Poland Coal Co.	Uniontown
120	Poland	Poland Hill Coal & Coke Co.	Uniontown
86	Rick Hill	Rick Hill Coal & Coke Co.	Connelville
275	Royal	W. J. Rainey	New York
30	Sackett	H. R. Sackett Coal & Coke Co.	Uniontown
175	Shamrock	Taylor Coal & Coke Co.	Uniontown
260	Shamrock	Fayette Coke Co.	Uniontown
64	Solon	Prospect Coal & Coke Co.	Uniontown
210	Sterling	Consolidated Cville Coke Co.	Uniontown
60	Sunshine No. 2	Luzerne-Gilman C. & C. Co.	Masonstown
400	Thompson 1	Thompson-Cville Coke Co.	Pittsburg
400	Thompson 2	Thompson-Cville Coke Co.	Pittsburg
320	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
320	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
24	Virgle	Byrne Coal & Coke Co.	Uniontown
500	Washington 1	Washington Coal & Coke Co.	Dawson
425	Washington 2	Washington Coal & Coke Co.	Dawson
75	Winland	Banning-Cville Coke Co.	Uniontown
60	Winmore	Winland-Gilmore C. & C. Co.	Uniontown
36	Yukon	Whysel Coke Co.	Uniontown
11,310	10,577		
FURNACE OVENS.			
120	Archison	Republic Iron & Steel Co.	Gars
100	Bridgeport	H. C. Frick Coke Co.	Pittsburg
170	Brier Hill	Brier Hill Coke Co.	Pittsburg
426	Buffington	H. C. Frick Coke Co.	Pittsburg
200	Colony No. 1	H. C. Frick Coke Co.	Pittsburg
156	Colony No. 2	H. C. Frick Coke Co.	Pittsburg
300	Colony No. 4	H. C. Frick Coke Co.	Pittsburg
250	Doria	H. C. Frick Coke Co.	Pittsburg
500	Eisenborn	H. C. Frick Coke Co.	Pittsburg
200	Fairbank	Struthers Coal & Coke Co.	Fairbank
400	Footedale	H. C. Frick Coke Co.	Pittsburg
400	Gonia	McKenstry Coal Co.	Lentonia, O.
200	LaBelle	LaBelle Coke Co.	LaBelle
400	Lambert	H. C. Frick Coke Co.	Pittsburg
516	Lorraine	H. C. Frick Coke Co.	Pittsburg
244	Martin	Republic Iron & Steel Co.	Youngstown, O.
30	Newcomer	H. C. Frick Coke Co.	Pittsburg
400	Republic	Republic Iron & Steel Co.	Uniontown
350	Ronce	H. C. Frick Coke Co.	Pittsburg
5,825	4,594		

ESTABLISHED 1872. INCORPORATED 1904.

## Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B.  
Bradock Fire Brick for Mill, Glasshouse,  
Rectangular, By-Product and Victor  
Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

## BALTIMORE & OHIO TO EXTEND ARCH OF SAND PATCH TUNNEL

Threatened Cave-In of Deep Cut Lead-  
ing to Western Portal Necessi-  
tates Work.

The Baltimore & Ohio Railroad company has decided to extend the arch of the new tunnel at Sand Patch 200 feet because of the threatened cave-in of the deep cut leading to the western portal of the tunnel. This cut has been the source of considerable uneasiness to the officials for some time and the extension of the arch has been accepted as the only permanent solution of the problem.

Steel supports for the concrete work have been placed by the Seaboard Construction company, who are replacing the B. & O. bridge at Rockwood, and work day and night has been going on for the past week or more. It is expected that the job can be completed in two months, with double shifts.

This recalls the time several years ago when the tunnel at present in use was being constructed, when the old single-track tunnel to the right, carved in on account of being in too close proximity to the blasting going on in the new tunnel, and only for the Western Maryland Railway, which was completed but a short time prior to the damage to the old tunnel, the traffic on the B. & O. would have had to be abandoned but for the agreement entered into with the Western Maryland Railroad authorities to use their tracks between Glade City and Cumberland for the period of one month, or until the old tunnel was again placed in shape to be used. Owing to the peculiar geological formation at this elevated point on the Allegheny mountains, there has been more or less trouble in keeping the rock and dirt from sliding. But with the completion of the newly graded route of the Western Maryland Railway over the mountains there is less danger of traffic between the east and west being tied up at this important point, especially in the present crisis when the demands upon the railroads are greater than at any other period in the history of the United States.

Have You Coal Land for Sale?  
If so, advertise it in The Weekly  
Courier.

## MEDIATION SUCCESSFUL

In Many Labor Disputes Since War  
Was Declared.

Concerning the activities of the government in mediating labor disputes since war was declared on Germany, Secretary of Labor Wilson in his annual report says:

The success which has attended the department's representatives in the great majority of disputes has been most gratifying. In many instances through the efforts of the department strikes which would have involved thousands of workers engaged in great operations were quickly averted and industrial peace maintained.

The magnitude of the conciliation work from the beginning of the war to the date of this report is shown succinctly by the fact that for the war period, April 6 to October 25, 1917, 572,029 workmen were directly and 380,954 indirectly, or a total of almost 1,000,000, were affected by the adjustment of disputes by means of mediation.

A noticeable feature in connection with the applications for mediation was the marked increase in the number of requests made by employers and employees with the evident desire of securing adjustments without a stoppage of work.

## STRIKE SETTLED.

Miners in Broad Top Region Come to  
Agreement With Operators.

Operators and miners of the Rocky Ridge district, comprising what is known as the Broad Top field in Pennsylvania, have reached an agreement in their wage controversy, which had reached a point where the suspension of operations at the mines was threatened.

The agreement signed provides that the day wage rate of the men shall remain the same as other central Pennsylvania fields, \$5 a day for inside labor and the general scale for outside day labor. The mining rate will be 10 cents above that of other central Pennsylvania fields, or \$12.12-3-20 per ton.

Adding Wood to Fuel Supply.  
Fuel companies have been organized in practically every county in Tennessee for cutting and selling fuel wood. Scrub growths in forests are being cut out.

## Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

## LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined  
Pipe and Fittings

J. P. BRENNEN, President.  
H. V. THOMPSON, Vice President.

ANDREW A. THOMPSON, Treasurer.  
W. G. ROCK, Secy and Asst. Treasurer.

## THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:  
Thompson No. 1 400 Ovens,  
Thompson No. 2 400 Ovens,  
Near Republic Station,  
Fayette County, Pa.

CONNECTIONS:  
Pennsylvania R. R.,  
Pittsburg & Lake Erie R. R.,  
Baltimore & Ohio R. R.

PITTSBURG OFFICE:  
2102 First National  
Bank Building,  
Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.  
As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT DE PUY, President.

JOHN C. NEFF, Gen. Mgr.

## Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works:—Law Phon. No. 1, Herbert No. 2, near Uniontown, Pa.

## Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.  
Our Coke is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.  
ANALYSIS FURNISHED ON REQUEST

## Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

## GRACETON COKE CO.

Graceton, Penna.

## Good Job Printing

Is Not Possible without GOOD STOCK is used, SKILLED WORKMEN to do composition and press work and a COMPLETE EQUIPMENT of Machinery. Up-to-Date Type and all the accessories of a First Class Plant. THE COURIER JOB PRINTING DEPARTMENT lacks none of these essentials. It turns out the HIGHEST GRADE PRINTING, from Visiting Cards to the largest and most complicated Office Forms and Commercial Work of every variety and for any purpose.

## Printing for Coke Company Offices and Works a Specialty

One Order will make you a Permanent Customer.

## THE COURIER COMPANY

127 1/2 W. Main St.,

Connellsville, Pa.





## RED CROSS DRIVE CLOSES; 7,000 MEMBERS SECURED

1,500 From City Alone; Remaining 1,500 From Outlying Territory.

### LEADERS ARE PLEASED

Chairman Kurtz Wages, However, That More Contribution of Dollars is a Small Part of Member's Duty; Service Big, Elemental Requirement.

The Red Cross drive in Conneltsville and vicinity has netted approximately 7,000 members, 5,500 to this city alone, and the remaining 1,500 to the outlying territory.

Connellsville made 10,000 the goal for the drive here and all members of the directing committee, as well as the canvassers, are well pleased with the results. Additional memberships are still coming in from the city and outlying districts, and several hundred may yet be added.

About 1,000 memberships were taken in during the week and more than 1,000 were collected Sunday. The booths, which were established at eight places throughout the business section during the week turned over \$250 to the committee, every dollar meaning a member.

"The people of Conneltsville and the surrounding districts have made a splendid showing," said Chairman J. Fred Kurtz of the Conneltsville Chapter this morning, "but a note of warning should be sounded at this time to the effect that the mere contribution of a dollar is the very smallest duty of the Red Cross members. While money contributions are essential to continuing the Red Cross work, the one big imperative elemental requirement from each member is service. Use active member is worth six who only contribute. In enrolling as members no oath or obligation was taken or required; the only necessity in this connection is one's moral conviction that he and she should and must serve. In terms of action if the war is to be won, and the full amount of efficiency rendered. More workers are needed needed at local Red Cross headquarters; vast quantities of articles must be turned out.

Mr. Kurtz also said that much adverse criticism had been occasioned because of the actions of some prospective members when approached. "Backing and filling, giving no sound excuse for their refusal to join," he continued, "and having none to give, they hedge and beg the question, until finally, shamed into acquiescence by the soliciting team, a number of men grudgingly agreed to give up a shrinking cowardly little dollar, but have imposed the condition that they do so only on the understanding that their name be not used or put on the membership roll of the Red Cross."

"In each case of this kind, the individual has been informed in no doubtful language that it is not their dollar that is wanted but their; their hearty and loyal support backing it. Some few men have refused to accept the service flag and display it in their window. Such few cases have been rare, however, the people, in the main, gladly and willingly contributing and expressing their desire in every way possible."

In the outlying territory, Ohioyle has secured about 200 with Vanderbilt; also camp strong. No definite reports on any of these communities are yet available however.

The family of James P. Smith on Sycamore street is displaying in its window a Red Cross service flag containing 13 crosses. Thirteen members in one family is a record, being that of John Duggan, Jr., who also took up 13 memberships. The Smiths subscribed last Sunday.

One of the 13 crosses is for William L. Smith, a member of the Aviation Corps, somewhere in France. In some sections of the city canvassers who took the same territory they covered last Sunday had better success than they did a week ago, while others found the districts assigned to them had been pretty thoroughly combed before, not getting any heavy returns. The team covering Washington avenue found the residents of that street only waiting to be approached. No canvassers whatever was made there last Sunday, it being overlooked in some manner.

There were only a few cases of refusal reported yesterday. In some places where persons had no money memberships were written out, to be paid for by the fund donated by the Moose lodge for that purpose. In one instance a woman told the canvasser she did not have money enough to buy a Christmas gift. Neighbors, however, said she had plenty of money in the bank. Her case will be looked into.

Two men were reported who said they were willing to pay the dollar for the membership but did not want to display the Red Cross flag. Chairman Kurtz declared that was not the kind of spirit wanted, and it wasn't only the money the committee was after. Both cases will be investigated.

E. T. Norton was told by one woman that she wished to take out a subscription membership but could not do so until after another payday. Mr. Norton put her down for the membership and paid the money himself, telling her she could repay him. She was given the flag to hang in her window.

The South Conneltsville committee had better success yesterday. Walter P. Schenck, who was assigned to a scattered district, got only three out of a number of houses last week but doubled that yesterday. Other canvassers reported securing subscriptions from persons who had closed their doors in the faces of the committees last week.

One woman gave 50 cents toward her membership. She said she could afford no more. She offered the same amount last Sunday but the canvasser did not

## LIEDERKRANZ BACKING U. S., RED CROSS COMMITTEE TOLD

"The German Liederkranz is backing up America in any way possible for the prosecution of the war," is what a Red Cross committee was told Sunday evening when sent for by officers of the Liederkranz. The Germans held a meeting yesterday and, in order to place themselves in the right light before the public, sent for a Red Cross committee and signified their willingness to help in any way in the war against Germany.

The Liederkranz donated \$25 towards the Red Cross fund and asked that it be made plain that any other committees needing financial aid need not refrain to approach the Liederkranz, that when there was any necessity for money to be raised they

take it. Yesterday it was accepted and the deficiency will be made up from the Moose fund.

A letter was received Saturday by Chairman Kurtz from the postmistress at Pennsville saying that the people there had not been approached and were willing to become members as soon as canvassers saw them. A committee went to that place on the 13 o'clock car.

"For some reason Scottsdale took no part whatever in the Red Cross membership drive. Scottsdale is a unit of the Mount Pleasant chapter and local canvassers did not feel at liberty to go there."

One Scottsdale man who was here last week said to a man who is canvassing for members, "Say, Will, what are all those Red Cross things hanging in the windows?" With a population of over 10,000, many members could have been secured by a day's canvass. Scottsdale is turning out much work in bandages and other material needed for Red Cross work, but no steps whatever were taken to canvass the town.

PENNSYLVANIA ATTAINING RED CROSS MEMBERSHIP QUOTA WASHINGTON, Dec. 24.—Reports to the Red Cross today on the result of its campaign for 10,000,000 members showed that some divisions had exceeded their quotas and others were approaching figures set for them.

### ETTER APPOINTED

Local Man Made Inspector Of Clothing for the Government.

L. S. Etter, manager of the Royal Woolen Mills store here has received an appointment as Inspector of Clothing for the United States government and will report to the Depot Quartermaster at Philadelphia on January 1. He will be stationed at a government clothing factory. His duties will be to inspect the clothes and cutting of the goods.

Etter has been manager of the local store of the Royal Woolen Mills for five years. When the olive drab uniforms for the National Guard first came out he measured members of Company D and the Hospital corps for their uniforms.

For nine years Etter was quartermaster sergeant in the Eighth Pennsylvania Infantry. He made application for the clothing inspector appointment in November. He was refused a place in the guard when all married men were barred from enlisting and has been trying to get in uniform ever since then.

### POLICE RECEIPTS BIG

Fourteen Forfeits Left By Prisoners Make Total of \$75.50.

Although 15 arrests were made by the police Saturday night, not one prisoner was given a hearing Sunday morning. Fourteen left forfeits and one was discharged on account of sickness. The forfeits totaled \$75.50.

Five women were arrested for disorderly conduct on South Pittsburgh street about 11:30 o'clock Saturday night by Patrolman D. H. Turner. Frances Kimmel and Ruth McClintock, two of the women, are said to have been lined up against Jessie Bee and Bertha Withburn of Cumberland. The four women are reported to have called a taxi to take them out of the city to fight it out, but they got too noisy on the streets, their arrest forfeits of \$12.50 each, and the Cumberland women left \$5 each. Mary Sidelbottom, only an onlooker, but interested enough to make some noise, was also arrested and left a \$10 forfeit.

Ten other prisoners left forfeits amounting to \$50.50, a total of \$75.50.

### FOR CIVILIAN RELIEF

Work of Committee is Being Systematized; Appointments Made.

The work of Conneltsville's civilian relief committee is being systematized and W. D. McGinnis, the chairman, has announced the appointment of the following members:

Mrs. George W. Buckner, vice chairman; Robert W. Leiberger, Mrs. Robert S. McKee, William F. Brooks, Ralph S. Hyatt, Miss Pearl E. Thom, Edward L. Duggan, Mrs. Edna Johnston Brendol, and Miss Rose Donegan. The civilian relief committee will investigate the cases of needy families of soldiers and sailors and help them in every way possible.

More Fayette Boys Enlist. Curtis Pritts of Normalville, enlisted in the Navy at the Pittsburgh recruiting station Friday. Howard McCready of Fayette City enlisted in the Army.

Granted Marriage License. John Pool and Bertha Patterson of Scottsdale, were granted a license to wed in Greensburg.

## LOCAL BRANCH OF NAVY LEAGUE HAS MADE 600 SETS

Women of Region Have Finished and Shipped Out 2,404 Knitted Articles.

### BIG CHRISTMAS DONATION

Holiday Club Formed Among Members of Branch Makes Its Shipment; Response to Appeals for Workers to Provide Comforts is Magnificent.

The Charleston Comforts Branch of the Navy League, since its organization last June, with Mrs. J. Melvin Grey, chairman, has shipped 2,404 knitted articles, or 600 complete sets, four articles to a set, to the Navy League headquarters. This shows that the patriotic women of Conneltsville, Uniontown, Dunbar, Scottsdale, Waynesburg, Dawson, Vanderburg are surely doing their bit in the world war.

Following the organization of the Charleston branch, the chairman, Mrs. Grey, and many other workers, entered enthusiastically into the work and as the result many articles have been provided for the sailors. Women have laid aside their social duties, so they may devote as much of their time as possible to knitting. Quite a number of women have taken out more yarn and after Christmas expect to keep on knitting.

Articles knitted by members of the Christmas club of the Charleston Comforts branch and sent as gifts to the sailors were shipped yesterday. The officers of the Comforts branch desire to thank the ladies who so generously gave their time for this worthy cause, believing that these knitted articles will make many a sailor far from home happy on Christmas day. The need for clothing for the sailors is great and the response in Conneltsville and surrounding towns, where branches of the Charleston Comforts branch have been organized has been magnificent, as is shown by the large number of articles already completed by the women who hope to make just as good a record after Christmas.

The following contributed towards the Christmas donation: Mrs. E. Peck, sweaters; Mrs. Catherine Hart, two sweaters; Mrs. Harry Bengel, one helmet; Miss Maggie Deremet, two sweaters; Miss Virginia, two sweaters; Mrs. Kurtz, one muffler; Miss Mildred Gilmore, one sweater; Mrs. Susan Gilmore, one helmet; Mrs. Susan Reedy, one muffler and two sweaters; Mrs. Pauline Groff, one muffler; Miss Rebecca Patterson, one helmet; Mrs. Anna F. Deane, three sweaters; Miss Edith Hyatt, one pair of wristlets; Mrs. John Everett, one helmet; Mrs. Francis Richey, one set; Mrs. Mary Dixon, one sweater and one muffler; Mrs. James Dick, one muffler and one pair of wristlets; Mrs. A. H. Woerner, one sweater and one muffler; Miss Dorothy McClaren, one set; Mrs. Irwin Nicholson, one pair of wristlets; Mrs. W. G. Kaufman, one pair of wristlets; Mrs. Jennie Robinson, one sweater; Mrs. Agnes Smith, one helmet; Mrs. Ida Seaman, one helmet; Mrs. Smith, two sweaters; Mrs. J. A. Reeder, one helmet; Miss Ella Hyatt, one helmet; Mrs. George Munson, one sweater; Mrs. Rose Showalter, one sweater and one muffler; Mrs. Lowery, one sweater; Mrs. Howard Clark, one muffler and one pair of wristlets; Miss Ruth Cunningham, one pair of wristlets; Miss Catherine O'Connor, one sweater and one pair of wristlets; Mrs. M. C. Gilmore, one helmet; Miss Dorothy Grey Dull, one sweater; Mrs. J. Melvin Grey, two sweaters; Mrs. Elizabeth E. O'Neil, 80 years old, one sweater; Miss Beulah Gilmore, one sweater; Mrs. George Porter, one sweater; Mrs. Gertrude McCormick, one sweater; Miss Anna Porter, one pair of wristlets; Mrs. W. J. Black, one sweater; Mrs. R. Marietta, one sweater and one pair of wristlets; Miss Mary Wertheimer, one helmet; Miss Margaret Rose, one sweater; Miss Florence Patterson, one sweater; Mrs. Cooper Patterson, one helmet; Mrs. Sallie Hurst, two pairs of wristlets; Mrs. Byron Porter, two mufflers; Mrs. J. M. Kurtz, one sweater; Mrs. S. L. Fletcher, one sweater; Mrs. L. Michael, one sweater; Mrs. Ida Pickett, one sweater; Miss Eleanor Richey, one sweater; Mrs. Harry P. Carson, two helmets, two pairs of wristlets; Mrs. G. G. Campbell, Madison, one sweater; Mrs. Margaret Langhrey, Madison, one sweater and one helmet; Mrs. H. C. Kearns, of Wilkinsburg, one sweater and one helmet; Mrs. Whitman, of Wilkinsburg, one sweater; Mrs. A. R. Anwalt, of Wilkinsburg, one helmet; Miss Frost of Wilkinsburg, one pair of wristlets and one muffler; Mrs. Anna Duncan of Dunbar, one helmet; Mrs. Noble Whitman, one sweater; Mrs. Kate McCormick, two helmets; Mrs. Edward Marsh, two sweaters and one pair of wristlets; Mrs. T. R. Cunningham, one helmet; Mrs. S. C. Cox, one sweater; Miss Anna Cox, one sweater; Miss Anna Bryner, one sweater; Mrs. Norman Rush, one helmet; Miss Rebecca Campbell, one sweater; Mrs. Kaufman, one sweater; Mrs. William Austin Davidson, one sweater; Miss Elizabeth A. Williams, one sweater; Waynesburg branch, Miss Josephine Deane, chairman, 40 sweaters, nine helmets, two mufflers and one pair of wristlets; Mrs. K. D. Tennant, one sweater; Mrs. Annes Halfhill, one sweater; Mrs. Bissel, one helmet; Mrs. A. R. Boyer, one helmet; Mrs. L. D. Kerr, one helmet and a pair of wristlets; Mrs. William Crouse, one helmet and pair of wristlets; Miss Ida Burkhardt, one helmet and one sweater; Mrs. Claude Hartman, one helmet and one sweater; Mrs. Julius Schraibshub, two helmets; Mrs. A. D. Solison, one sweater; Miss Doris Cunningham, one muffler; Miss Elsie Marsden, one helmet; Miss Elsie

Those Left Behind in War Zone, Dependent on Men Working in U. S., Are in Distress.

A distressing condition of affairs which prevails among the friends of American workmen and residents of Hungarian birth, who have remained in the war zone since the commencement of hostilities, is revealed by a letter which has been brought to the attention of F. A. Kail, the local foreign banker.

Perceci Miklos, who formerly worked at Leisnering No. 1, but is now located at Calumet, Westmoreland county, has a wife and three children in his native land. Inasmuch as mail communication with Austria-Hungary has been suspended almost from the outbreak of the war, and now that the declaration of war and the trading with the enemy act makes it an offense to send money to an inhabitant of that country, it has been impossible for Miklos to provide means for the support of his wife and three children, notwithstanding he has been saving his earnings for that purpose.

He received a letter from his wife a few days ago which had been sent as an appeal to the Austro-Hungarian Aid Society at Stockholm, Sweden, an organization formed for the purpose of looking after the interests of the subjects of Austro-Hungary who are held as prisoners of war or are interned in the neutral or enemy countries. This letter, which is dated Legnyesbanya, July 31, 1917, follows:

The writer respectfully requests you to kindly forward this letter to my husband in America, as I am unable to help myself otherwise. Would also like to know in what way I can obtain from my husband some money, or at least a letter. I am in a most pitiful condition, have no money and everything is very high in price.

Myself and my three children are facing starvation. I cannot obtain some money from my husband. Thinking you many times for your kindness and trouble in the above matter, I remain, your obedient servant, MRS. PERCECI MIKLOS.

The husband called on Mr. Kail yesterday and begged, while tears flowed from his eyes, if possible, to find some way and means to forward money to his family. Accompanying the letter was a blank form which gave the information that the Austro-Hungarian Aid Society in Stockholm was authorized only to forward money to prisoners of war, or subjects interned in other countries. The willingness was expressed to make an attempt to provide for such cases as that of Mrs. Miklos but no guarantee was made that funds forwarded for that purpose would reach the proper destination.

### REFUSED LEWIS GUNS

Manufacturer Tells of Rejection of His Offers to Provide Arms.

WASHINGTON, Dec. 22.—The government reluctance to adopt the Lewis machine gun was described at length today by E. E. Borie, manufacturing head of the Savage Arms company, the American makers, testifying at the Senate military committee's investigation of the shortage in army supplies.

When the Mexican border trouble began, Mr. Borie said he offered 1,500 Lewis guns to the war department, but got an order for only 350, to use British ammunition.

Ed States entered the war he offered Lewis guns to the war department, and was refused orders but got them from the Navy Department he said.

"After war broke out we again offered guns to the war department and were told again the test would be awaited," he said. The Navy Department and Marine Corps, however, ordered a special test.

Colonel Isaac Lewis, the inventor today told the committee "the whole story" of his efforts to get the War Department to adopt his invention. Lewis, center of a stormy controversy of years' duration, told the Senators that he did not first offer his weapon to the British but that while still an active officer in the Army, tried without avail to persuade the War Department to accept it free of cost.

The Ordnance equipment of General Pershing's army he said is "an outrage and disgrace." The forces are without enough machine guns and rifles, he added and have heavy artillery only borrowed from the allies.

Get Marriage License. Frank Okey and Lizzie Carver, both of Indian Head; Thomas E. Crawford of Uniontown, and Beulah Witherrite of Lemont, were granted marriage licenses in Uniontown Saturday.

Hurt in Fall. Miss Beulah Gilmore of East Fairview avenue is suffering from an injured left arm caused from a fall. Ligaments are torn loose.

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The husband called on Mr. Kail yesterday and begged, while tears flowed from his eyes, if possible, to find some way and means to forward money to his family. Accompanying the letter was a blank form which gave the information that the Austro-Hungarian Aid Society in Stockholm was authorized only to forward money to prisoners of war, or subjects interned in other countries. The willingness was expressed to make an attempt to provide for such cases as that of Mrs. Miklos but no guarantee was made that funds forwarded for that purpose would reach the proper destination.

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The Ordnance equipment of General Pershing's army he said is "an outrage and disgrace." The forces are without enough machine guns and rifles, he added and have heavy artillery only borrowed from the allies.

Get Marriage License. Frank Okey and Lizzie Carver, both of Indian Head; Thomas E. Crawford of Uniontown, and Beulah Witherrite of Lemont, were granted marriage licenses in Uniontown Saturday.

Hurt in Fall. Miss Beulah Gilmore of East Fairview avenue is suffering from an injured left arm caused from a fall. Ligaments are torn loose.

## LOCAL BRANCH OF NAVY LEAGUE HAS MADE 600 SETS

Women of Region Have Finished and Shipped Out 2,404 Knitted Articles.

### BIG CHRISTMAS DONATION

Holiday Club Formed Among Members of Branch Makes Its Shipment; Response to Appeals for Workers to Provide Comforts is Magnificent.

The Charleston Comforts Branch of the Navy League, since its organization last June, with Mrs. J. Melvin Grey, chairman, has shipped 2,404 knitted articles, or 600 complete sets, four articles to a set, to the Navy League headquarters. This shows that the patriotic women of Conneltsville, Uniontown, Dunbar, Scottsdale, Waynesburg, Dawson, Vanderburg are surely doing their bit in the world war.

Following the organization of the Charleston branch, the chairman, Mrs. Grey, and many other workers, entered enthusiastically into the work and as the result many articles have been provided for the sailors. Women have laid aside their social duties, so they may devote as much of their time as possible to knitting. Quite a number of women have taken out more yarn and after Christmas expect to keep on knitting.

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## McGINNIS TELLS OF HORRORS AND HUMORS OF WAR

Former Canadian Sergeant-Major Relates His Trench Experiences.

### PRUSSIAN GUARDS GONE

Lecturer Says Present German Soldiers Have Not Same Fighting Spirit. Y. M. C. A. Keeps Many From Going Home; Wants People Must Do Part.

"Sergeant McGinnis, a former sergeant-major in the Canadian army, who was honorably discharged after 13 months' active service, when he lost his left leg, gave an interesting talk on the war to a good-sized audience at the high school last week. He told of the horrors of warfare and gave little amusing incidents that caused laughs. He also spoke of the duty that the industrial soldier at home owed to the army soldier in the trench. He spoke under the auspices of the Safety and Welfare Bureau of the Baltimore & Ohio railroad. McGinnis is an American-born citizen, of Irish descent. He was employed in Newark, N. J., when the war broke out and three days afterward he enlisted in the Canadian army. The first division to go across consisted of 32,000 men and 32 convoys. "Lots of you people don't know what hardships your boys will go up against," McGinnis told the audience. "The roar of those guns cannot be imagined. You think you can imagine it but you can't."

"When I tell you you can go down along a trench and see men sitting there with a smile on their faces, and dead, you wouldn't believe me, but it's true. The concussion of a bursting shell stops the action of the heart. A man might be talking to a comrade with a smile on his face and he is killed with his lips still parted."

The Canadians underwent their baptism of fire on April 21, 1915, with McGinnis in the ranks. On the 24th of April the soldiers were placed on the lines from (pronounced by McGinnis as yepes) where the Germans had concentrated 50,000 men. It was here that the first gas attack was made. The British and French Algerians retired, suspecting something of the nature of the new method of attack. A Canadian officer suddenly saw that it was not a smoke cloud and ordered his men to dip their handkerchiefs in water and tie them around their faces. The soldiers who got his order were saved, but other men were dying within five minutes after the gas went into the trenches.

"The duty of a bomber," McGinnis said, "is to go out at night and keep the German patrols away from the front lines. The space between the German and Allied trenches is called No-Man's Land. Sometimes a bomber is walking along with his partner when he sees a German sticking his head out of a shell hole. Well, you just take as best aim as possible and toss it in the shell hole. Nine times out of ten you don't kill your man, though, because it is hard to take accurate aim in the night."

McGinnis told of an incident when a shell burst under a man without killing him. "He was blown up into the air about 30 feet and when he came down, he just felt himself all over to see if he was still together and when he found he wasn't hurt he started to run. And, as far as I know he may still be running. He was a victim of shell shock. His nerves were shattered and if he ever recovers, it will take years to cure him."

The soldier related an incident of the horrors perpetrated by the Germans. "Once when we were driven back we countered and recovered the lost ground. The sights we saw when we regained the trenches were awful. We could see dead men entirely stripped of their clothes. Why the Germans do things like that, I don't know. One Highlander was literally executed. He was hung on a barn door, with a bayonet through each hand and through each foot, and left there to die. Why did they do it? I'll tell you why. It was done to put terror in the hearts of our men. But it didn't make their blood boil and when they got after the Germans there was some dirty work done, but there was no cruelty."

McGinnis also told of the man-to-man fighting in the trenches. "Some of you people say, 'How can you deliberately stick a man?' Well it's just you or him and it is really a case of self defense to bayonet a man before he gets a chance to get you."

"The best fighting men of the German army are gone," McGinnis said. "The old Prussian guard were the best fighters they ever had and they are practically all gone. The present German soldier is not of the old fighting type. Now he will throw down his gun and give himself up."

"Speaking of the bantams' regiment organized in order to allow the small men into the army. McGinnis said they certainly showed the big men up."

"It's easy for them in the trenches, too," he said. "They don't have to stoop when they are walking because their heads don't show over the top, and when they are digging trenches they don't have to dig them so deep."

heavy to allow my being carried back to the surgeon, who was only 400 yards away."

"I finally got some slight attention from him and then was taken to the 22nd American General Hospital. I was put on stretchers and carried into the operating room, where by clothes were cut off. The doctor told me my leg would have to be amputated or death would follow within 24 hours. I told him to go ahead. I don't know what kind of an anesthetic was used but they kept talking to me all the time the surgeon was operating on my limb. It only took him 15 minutes to amputate it."

"Gangrene poisoning had set in and the leg had to be cut off far enough up to cut out the poison. Not many people would want a 22-year-old doctor to cut off their legs but if I were to have my other one taken off I would want the same doctor to do it. He made such a good job of the first one. He was a graduate of Harvard."

McGinnis said the surgeons and nurses here some of the hardest burdens of the war, working from break of day far into the night, without stopping for rest.

Speaking of the Y. M. C. A. and what it is doing for the soldier, McGinnis said: "It is not for the Y. M. C. A. I believe half of the men in the trenches would go insane. It is a place where idle moments can be spent, with plenty of Victrolas and moving pictures. And best of all, there a man can get a hot bath."

"Near the front lines, the Y. M. C. A. has dugouts where the fighting men can get writing paper and ink. A little farther back, there are other dugouts where hot coffee is given out, and in the rear, butts are erected where the soldier is at his leisure."

"All you people who stay at home are very lucky. But the duty of the industrial army is to back the soldier in France. If you don't back him up you'll be slinging the Germans' boots and you don't want to do that."

"Every man at home should put all of his energies back of the boys over there and win the war as quickly as possible. When a soldier in the front lines is without ammunition and hears the people at home aren't backing him up you can't blame him if he throws down his gun and says, 'I quit.'"

McGinnis wore the uniform of a sergeant-major of the Canadian army. He speaks at Glenwood today.

Music was furnished last evening by Misses Elizabeth Mae Brown and Pearl Keck.

### 14 ELKS IN SERVICE

Mount Pleasant Lodge Hangs Out Service Flag.

The Mount Pleasant Elks have hung a service flag in front of their home containing 14 stars, one for every member of the lodge who is in the service. Of the 14 men, nine are officers and five are privates. All are enlisted men with the exception of three. The men in the service are: Captain John D. Hitchman, Headquarters company, 11th Regiment; Captain James E. Zundell, Company E, 11th Regiment; Top Sergeant Frank Carbaugh, Company E; Supply Sergeant Arthur Brown, Company E; Sergeant M. J. Malek, Company E; First Lieutenant Frank C. Plinston, quartermaster on board the transport Harwick.

First Lieutenant Roy McLain, station now known; First Lieutenant Crosby Thompson, Chattanooga, Tenn.; First Lieutenant Clyde C. Kait, station not known; Private George Brown and H. P. Dobson, at Camp Lee; George C. Wolfe, Camp Sagamore; Joseph A. Blair, with the Canadian army at Hamilton, Ont.; Donald M. Blair, at Watford, N. Y.

### "SEDITION SLAMMERS"

To Conduct A Systematic Campaign Against Pro-Germanism in Pa.

Pennsylvania's state-wide campaign by "sedition slammers" to offset German propaganda was officially opened today and will reach the residents of every community in the state. More than 6,000 trained workers will carry on the campaign under the auspices of the Pennsylvania Committee of Public Safety.

The force of speakers will be augmented by thousands of clergymen and city and county officials. They will speak from platform, pulpit and automobile and will expose German designs in every language. While Americanism will be the keynote of the workers, much attention will also be devoted to promoting the cause of the Allies.

### REGISTRANTS MAY ENLIST

Local Draft Boards May Recruit Men of Draft Age.

According to new rulings handed down by Provost Marshal General Crowder, local draft boards will be authorized to take up the work of recruiting registrants, which was stopped on December 15.

Voluntary enlistment of registrants ended last Saturday at the army recruiting stations. Under the new regulations men of draft age, who are not included in the current quota in their district, may now present themselves before the local boards, offer their services and enlist in any branch of the military service except the cavalry, field artillery, coast artillery and engineer corps. These regulations apply to white men only.

Anderson-Dittler. Mrs. Caroline Anderson, daughter of Mr. and Mrs. William Anderson of Anderson, Pa., and Henry Dittler, of Anderson, Pa., were married Wednesday afternoon at 4 o'clock at the home of the bride's father, Mr. W. H. Anderson, in the Anderson, Pa., residence.

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## SOLDIERS WRITE HOME FROM CAMPS HERE AND ABROAD

Star Junction Boy Tells of Engineers' Activities in France.

### LOTS OF PRAISE FOR THE "Y"

Most of Those Writing Mention Liked for "Huts": Letters from C. P. Carson, Joseph O'Donnell, C. P. Goodman, Hugh Miniac, and Wm. C. Truby

A Star Junction boy with the Fifteenth Engineers in France, Corporal C. O. Carson, of Company E, has written two interesting letters to his parents, Mr. and Mrs. B. L. Carson. Mr. Carson is proprietor of the Puckett House. Clarence Strawn and Alva Byers, two other Young region boys with the engineers, are mentioned in the letters, which follow:

"Somewhere in France, November 26.—Received three letters from you in the last couple of days. Ten letters is not so bad in one bunch, eh? I also received letters from other friends. Tell anyone that wants to write that letters sure are welcome here in France. You ought to hear the noise when mail hits the office. A baseball game isn't in it then. Even payday noise is not as loud."

"You say Carra has heard from Frank. Get his address from them and let me know. I may be handy enough to him some day to look him up. Who knows? He may be handy now. This old world seems pretty small sometimes."

"I'll bet J. B. Snyder thinks I am a dandy. I promised him a card once in a while. That tobacco and cigars sure will go fine. The chewing gum, too. One in a while we locate a store that keeps Spearmint gum, and you ought to see us chew. It is a treat. Some of the French people, especially the kiddies, do not know anything about it, and when they get hold of it, they act like little babies, chewing it up and swallowing it."

"I am taking in all the places of interest that I have time to. This is a very interesting country and there are a lot of interesting things to see. One thing that was hard for me to get used to was the engines. They all looked as though they had been in a wreck. No pilots on them. They sure are fine engines, though. One thing I would not like, though, the engineers and firemen have to stand up all the time. No place to sit down. Some of the lazy men in the States would be out of luck if they were like that over there. They have a nice system, though."

"I suppose you are short of men around home now. No doubt a system will be worked out to make up for those who have gone to war. It could have been done a long time ago if they had got busy."

"Clarence Strawn and Alva Byers are doing fine. Just as good health as the rest of us. A lot of the fellows will think more of the Y. M. C. A. after they are back home. They are doing wonderful work and treat us fine. The men they have are such a fine bunch of fellows."

"Somewhere in France, November 26.—Received your welcome letter of October 15 Friday. I am glad the mail is reaching you in better time. You seem to be getting the letters in bunches, just like we do here. I think I have received all of the letters you wrote but from the dates I don't think you have received all of mine yet."

"Sure, we can make good use of tobacco over here. This French stuff does not appeal to any of us. We had to use it for some time and when we did get some American tobacco it was like starting over again. It is so strong that you have to anchor your pipe. Just four more days until Thanksgiving. I would sure like to be with you but then my thoughts will be of home and loved ones just as they are all the time."

"We are getting in trim for a football game Thursday. I was like an old man for about three days. It promises to be very interesting, too. There seems to be a lot of rivalry."

"We have had quite a bit of rain this last week. The sun has been out very little in that time. You are sure lucky—there is now a season like this in the States. The sun is liable to shine and five minutes later it will be raining. It is not very cold though. Not as cold as our fall weather in the States, or rather in Pennsylvania. The French people say that snow buries are all they have in the winter in this part of the country."

"Clarence and Alva are fine and send regards."

### JOSEPH O'DONNELL WRITES HOME FROM FRANCE

In a letter to his parents, Mr. and Mrs. P. J. O'Donnell, of Evanson, Joseph M. O'Donnell who is with the Engineers in France, says that all the boys around him are well. He states that he has received their letters recently stating that they were sending a Christmas box. He says he hopes it contains some of "mother's" fruit cake, as cats are scarce here now. He also says he has received Charlie O'Donnell's letter saying that he sent cigars, but as yet the smokers have not arrived. The weather is fine, he says, and all news from home will be appreciated.

### Y. M. C. A. PUTS FINE PLACES. GOODMAN WRITES FROM FRANCE

"I am taking the time to let you know that I am well," Corporal C. P. Carson, of Company E, 11th Regiment, Engineers, writes to his parents, Mr. and Mrs. B. L. Carson, of the Puckett House, at Star Junction, Pa. "I am well and hope you are the same. I am taking the time to let you know that I am well."

we will have on that day, but if it is the same as we had a year ago, it will sure be a feast for anyone to sit down to. Those Y. M. C. A.'s are sure a dandy place to write and also to pass the evenings. They are all over the country."

### HUGH MCLAC COMING HOME ON FURLOUGH SOON

In a letter to George W. Scott of East Washington avenue, V. Hugh Mulac, local boy with the 110th Regiment Band, at Camp Hancock, says:

"In regard to our weather, it was lovely until last Saturday, when it started to rain. Then it got cold and for five days everything here was a glare of ice. It was not safe to venture so the army had to suspend drill for several days. But now it is getting warmer again. The natives claim it was the worst storm they had had for years. If things turn out all right, I have applied for a furlough, and it has been assured me, so I will be home in the early part of January. That is, if we don't go to France before that time."

### BAKERS AT CAMP HANCOCK WERE BUSY THANKSGIVING

William C. Truby, a member of Field Bakery 102 (Pa.), at Camp Hancock, Augusta, Ga., writes The Courier to deny the published account of his marriage in Philadelphia. He says that he "wishes to contradict the statement." Telling of the activities at camp, he says:

"Suppose the people of Connellsville, are laboring under the impression that we are having nice weather in the 'Sunny South,' several mornings last week the thermometer was hovering around fourteen degrees above zero which is as cold as zero in the North."

"It might be interesting to know that on Thanksgiving day the Bakery Company roasted twenty-nine thousand pounds of turkey, baked 3,200 pies and issued 30,000 pounds of bread. It took a great deal of time to roast the turkeys due to the fact that the birds were brought to the Bakery by the various organizations in their own pans which made the work more complicated as the turkeys had to be changed to pans which fit the ovens and then the turkeys had to be returned to the pans in which they were brought, but on account of having several members who used to check boys at the old skating rink a very simple check system was worked out whereby the twenty-nine thousand pounds of turkey were roasted and returned to the correct pans without the loss of a single bird and they were all roasted in time for dinner."

"I paid a visit to the old town during the week of December third, but did not see many of my boy friends as most of them had answered the call to the colors as every young American citizen should do. "Every one is busy here at Camp getting ready for 'Somewhere in France,' it is work night and day. Sunday the same as any other day, but when the Yankees get 'Over There' they certainly will put the Kaiser to light and then they will come marching back home to renew their old occupations in civil life that is if Army life does not appeal too strong to them that they will never want to quit working for 'Uncle Sam.'"

"The bugle is blowing, calling the men to quarters so will have to close for this time."

### REV. BUCKNER HERE

Arrived in New York Thursday and in Connellsville Friday Morning.

Rev. George W. Buckner, new pastor of the Christian church, has arrived here after an exciting trip across from England. He got into New York yesterday on the steamer New York, Thursday on the steamer New York, and came at once to Connellsville, arriving Friday morning. Rev. Buckner will be in the pulpit Sunday morning and evening. He had been located in Southport, England, during the past six years.

A submarine was sighted during the trip across, Rev. Buckner says. He did not see it, the lookout and the gunners being the only ones who did. Two shots were fired and at the second shot the periscope disappeared. That was at 7:30 o'clock Wednesday morning of last week off the coast of Ireland. The next day a wireless message gave warning of the German craft, which sunk a British destroyer and several merchantmen.

### FIRE AT FAIRCHANCE

Garage Behind Hotel Entirely Destroyed by Blaze of Unknown Origin.

Fire of unknown origin entirely destroyed the two story frame garage building in the rear of the Fairchance hotel building at Fairchance early Thursday A. M. Two automobiles, one a Studebaker belonging to H. G. Gossnell, the other a Buick owned by Vincent Callahan, coal operators who were guests at the hotel, were burned up.

The fire broke out at 3:30. For a time, the hotel, of which John Lesnik Jr. is proprietor, was threatened but the wind swerved and saved it.

### SOLDIERS HOME

Six Company D. Boys Get Ten Day Furloughs; More Coming.

Nelson Bishop, a sergeant in Company D, 110th regiment is home on a 10 day furlough. He was accompanied home by Thomas Dailey, formerly a member of the gold field department and four other Company D men.

Bishop is in the best of health and says he has gained 30 pounds since going in training. He said Captain Morton had not yet assumed command of the company when he left and that all the men were anxiously waiting until he would again take hold. A few more men are expected to leave camp today.

Miss Gorman. Mrs. John Gorman of Dunbar township, Pa., is expected to arrive in Connellsville today. She is the wife of Mr. John Gorman, who is a member of the local Y. M. C. A. board.

## EPISCOPALIANS TO ERECT CHURCH; BUY PORTER PROPERTY

Fairview Avenue Site Chosen By Congregation; \$7,000 Is the Price.

### TO USE HOUSE AT ONCE

Present Structure Will Undergo Repairs and Will be Occupied as a Church and Parish House; Vestry to Prepare Plans for New Church.

The Porter property on the corner of South Prospect street and East Fairview avenue was chosen as the site on which to erect a building for the Trinity Episcopal church at a special congregational meeting held Friday evening in St. John's German Lutheran church.

Rev. A. N. Slayton, rector of St. Peter's Episcopal church in Uniontown, presided. Several sites for a new church were in view but the congregation decided upon the Porter property, thinking it to be the most desirable one. The property was purchased from Henry Porter, at a consideration of \$7,000. It stands near the new high school building.

The house, which is a frame one will undergo repairs in the near future, and will be used as a church and a parish house for the work of the different organizations of the church. The property was bought subject to the approval of the board of trustees and the Pittsburgh diocese. The vestry will begin work at once on working out detailed plans for the new church. They will then be presented to the congregation.

The membership of the Trinity Episcopal church is increasing, and excellent work toward raising funds for the new church is being carried on by the congregation.

In behalf of the Woman's Guild of the church Rev. Slayton presented Rev. M. S. Karna, rector of the Trinity Episcopal church, with a handsome vestment. Rev. Karna responded, thanking the women for their beautiful gift, which he so highly prized.

### INSTITUTE CLOSES

Addresses by Wright and Foss Feature Closing Sessions.

The teachers' institute came to a close Friday, the concluding address being that of Dr. F. W. Wright, entitled, "New Type of Civic Education." Dr. Wright, who was formerly superintendent of the Uniontown schools, and now deputy commissioner of education for the state of Massachusetts, schools gave an address yesterday afternoon which was one of the features of the session.

"Never before," said Dr. Wright, "has the business of the school been so clearly defined. Never before has there been afforded such an opportunity for real intelligent teaching and more than ever it is the duty of the teacher today to do the best she is ever done. The teacher, who inspired by the spirit of the war, goes back into her little school room determined to make her work there the most effective she has ever done and to make the school of the coming year the best the district has ever known is on the firing line for democracy and world liberty just as truly as her brother in the trenches or on the sea."

Thursday's session was brought to a close by a stirring address by S. D. Foss, member of Congress from Ohio, in which he urged every American to do his duty in the present emergency. He pointed out the dangers of the spread of pro-Germanism and called upon every citizen to do their utmost to counter its influence. He gave some interesting information on the progress of the preparation for war, predicted a long and stubborn struggle and predicted ultimate and complete victory for the Allies.

### BLACKA-HUNT

Popular Dunbar Girl is Bride of Erie, Pa., Man.

Announcement has been made of the marriage of Miss Leora Blacka, daughter of Mr. and Mrs. Milton Blacka of Dunbar, and Wayne V. Hunt of Erie, solemnized Monday evening at 8 o'clock in the home of the bride. Rev. Theodore Darnell officiated. The bride prior to her marriage was a teacher in the Dunbar township schools. The bride groom is a toolmaker at the works of the General Electric Corporation at Erie, Pa.

Following a brief visit with friends Mr. and Mrs. Hunt will be at home at Erie. The announcement of the marriage of Mr. and Mrs. Hunt came as a great surprise to their many friends.

### DRUG STORE OPENS

Clarence Hooper's New Establishment Viewed by Crowds.

Clarence Hooper's new drug store in the Citizens' National Bank building at the corner of Pittsburg and Apple street opened Friday. Big crowds visited the new store and looked it over. Mr. Hooper opened just in time to catch a nice amount of the Christmas trade.

Mr. Hooper, who is a graduate of the University of Pennsylvania, was employed at the Connellsville Drug company until a short while ago.

### NEAT COMES BY TRUCK

Pittsburg Wholesale Fruit Fleet of Autos Finds Commission.

Pittsburg wholesale fruit sellers have put into commission a fleet of new style trucks, which have orders in place at out-of-town points. The new trucks will be used to take this step. The big trucks pull into Connellsville regularly once a week, and they have attracted some comment.

## WILLIAM P. SHERMAN, OF HOSPITAL UNIT I, CALLED INTO SERVICE

City Editor of Courier Off for Fort McPherson, Where He Will Undergo Training.

William P. Sherman, city editor of The Courier, left Wednesday afternoon for Pittsburg where he reported to Hospital Unit "L," organized by the Allegheny General hospital, in which he enlisted several months ago. The unit has been ordered to Fort McPherson, Alabama, Georgia, where it will go into immediate training, preparatory to going to France.

Mr. Sherman had been city editor of The Courier for the past year. Previously he had been a reporter for about three years, coming here from Pottsville, his home.

Last week Mr. Sherman and Miss Ann Elizabeth DeMuth were quietly married at Laurel Hill and a few days later he was ordered to report in Pittsburg by Wednesday night.

What Mr. Sherman's duties with the new hospital unit will be is uncertain as yet. The unit only recently organized, carrying a number of surgeons and trained nurses, together with extra men for the heavier work. The unit, in charge of Dr. S. V. Kline, who is its director, will be sent to the front in the Westinghouse building, last night and marched to the railroad station where they entrained. The 21 Red Cross nurses enlisted in the unit will not leave Pittsburg until the male contingent under goes training and is ordered to go abroad.

Among the 59 enlisted men who left in addition to Mr. Sherman, were Robert A. Cunningham, Harry L. Diller, Raymond D. Foust, and F. Crestor Pointer of Mount Pleasant; Russell Z. Elcher and Rodney K. Pickard of Scottsdale; Fred W. Moser, Michael L. McNally, and Altha R. Springer of Uniontown.

### MOOSE PATRIOTIC

Contribute All Surplus Funds For Worthy War Purposes.

Unanimous ratification of the action of its officers in contributing \$700 in the Red Cross and Knights of Columbus, at a big patriotic meeting of Connellsville Lodge No. 16, Local Order of the Moose, held Thursday in the Moose home in North Pittsburg street. The attendance was exceptionally large. The sentiment of the lodge is to contribute all its surplus to worthy causes during the course of the war.

A communication from Ernest Gollink, a member, who is somewhere in France, was read. In his letter Mr. Gollink stated that the only thing lacking on the French front was American cigarettes, whereupon the dictator, A. J. George, was authorized to purchase 10,000 of the best cigarettes obtainable and ship them immediately to France for Gollink and his comrades. The lodge has notified all of its 700 members now in service that all their wants will be taken care of immediately upon receipt of request. Patriotic speeches were made. The Moose lodge is now planning several entertainments for the winter, the proceeds of which will be used for the purchase of tobacco, tobies, cigars and cigarettes for boys in the trenches.

### FIELDS GUILTY

Man Charged With Robbing John Brown Found Guilty in Court.

George Fields, alias "Chicago Slim," arrested here several weeks ago charged with stealing \$100 from John Brown of Popular Grove, was Friday found guilty when put on trial at Uniontown in Judge Reppert's court. The charges were made against him by Constable B. Rottler.

At the time of his arrest, Fields broke away from Patrolman D. H. Turner as they were at the City Hall steps and succeeded in escaping. The officer fired at him, and later he was located in a Toledo, O. hospital suffering from two wounds inflicted by the officer's shots. County Detective John Smith brought Fields back to this county. He denied the charges when arrested.

Fields had assisted Brown on a street car in front of the West Penn waiting room and then he disappeared. Brown immediately missed his pocketbook, and notified Patrolman Turner, pointing Fields out and accusing him of the theft.

### TO SHORTEN COLLEGE YEAR

Penn State Will Advance Commencement Seven Weeks.

To release students for farm and factory work and to help relieve the shortage of labor in all lines, the Pennsylvania State College will shorten the college year seven weeks by holding commencement exercises April 23 instead of the second week of June, as is the usual time of closing.

The Easter vacation will be omitted and final examinations for both semesters abolished so that the students may have as much time as possible for classroom and laboratory work.

Hartman Quits Force.

After four days' service, C. R. Hartman has resigned his position as city patrolman. Hartman, who has been working at night, resigned the long hours as the reason for his resignation. He will return to his occupation as an automobile mechanic.

## SCHOMER DECLARES HE IS A PATRIOTIC AMERICAN CITIZEN

Makes Signed Statement Concerning Action During Red Cross Campaign Sunday.

An investigating committee, composed of members of the directing committee in charge of the Red Cross membership campaign here called at the home of George Schomer, the East Fairview avenue florist, who was alleged to have cursed the United States last Sunday, in order to probe his status as a citizen of the United States. Mr. Schomer declared his motive had been misunderstood and made a statement declaring he was a loyal and patriotic American citizen.

When W. R. Kenney called at the Schomer home last Sunday he reported the discourteous treatment accorded him and the committee immediately began an investigation. Five men went to Schomer's home last night and asked his attitude. He declared he had been misunderstood by the Red Cross canvassing team and regretted that his remarks last Sunday had been construed as opposed to the United States cause.

The statement signed by Mr. Schomer follows:

"To Whom It May Concern: This is to certify that I am a loyal, patriotic citizen of the United States, and that I believe thoroughly in the justice and right of its position in this war, and will do all in my power to assist it in winning same, and will see to it that my family does the same. I am not in favor of doing or saying the slightest thing that will hurt the American cause or injure its chances of winning. I regret extremely that any remarks made at my home last Sunday when visited by a Red Cross team, were construed as being opposed to that work or to the United States, as the exact opposite is the case; and I take this means of proclaiming myself a loyal citizen of the United States."

"GEORGE SCHOMER." The committee which investigated Mr. Schomer's case was composed of John Duggan, Sr., W. R. Kenney, J. L. Evans, Robert Norris, and J. Fred Kurtz. The investigation was held prior to the meeting in the Maccafee Hall last night.

### NOT TO DO Y. WORK

Rev. S. G. Buckner Released for Time to go to North Yakima.

After resigning his position as pastor of the Christian church at Somers, to accept a call from congregation at the Christian church at North Yakima, Washington, Rev. S. G. Buckner received a telegram from the Y. M. C. A., notifying him that his services, rendered some time ago for active field work with that organization had been accepted.

Following a trip to New York Rev. Buckner announced he had been released temporarily by the Red Cross, but if, at the expiration of six months, his services were still required the officers of the organization would endeavor to make arrangements with the North Yakima people which would enable him to take up active Y. M. C. A. field work overseas.

Jury Acquits Rollins.

A jury acquitted Arthur Rollins, of Dunbar township, on charges of assault and battery and assault and battery with intent, the prosecutor being Jefferson Davis. The defendant, however, is to pay two-thirds of the costs and the prosecutor the remaining one-third. Davis alleged that on September 16, 1917, the defendant made improper advances toward Ruth Davis, the 10 year old daughter of the prosecutor.

Attorney-at-Law.

GEORGE M. BOSACK, ATTORNEY-AT-LAW, Office, Suite 1100 Park Building, Pittsburg, Pa. Telephone 1942



## TIMELY HOLIDAY PRESENTS



## MEATLESS DAYS A SUCCESS, FAYETTE DELEGATION TOLD

**Howard Heinz, at Philadelphia Conference, Says Meat Supply Is In Fine Shape.**

## WHEAT IS NOT SO GOOD

Send Them is What We Conserve;  
Local Men Who Attended Public  
Society Committee Meeting are Back.

sults in the food conservation campaign by Howard Heinz, state food dictator, featured the conference of the state committee of public safety at Philadelphia last week, attended by five Fayette county men.

Mr. Heinz declared that the meatless days had been successful—so much so that after the first of the year the people of Pennsylvania will be asked to observe but one meatless day a week instead of two. There will, however, be a porkless Saturday, in addition to the one day on which no meat of any kind should be eaten.

The co-operation of hotels and restaurants, Mr. Heinz said, has put the meat supply in splendid shape.

The wheat supply, however, is still bad. We have sent our entire surplus of wheat to the allies, Mr. Heinz declared, and the only further shipments of wheat which we can make them will be of wheat which we save

Speaking of sending wheat to the allies, Mr. Heinz said that the Italian disaster was largely due to a wheat shortage in Italy. Government officials were forced to prescribe wheat substitutes, and order the use of corn and rye for bread. The population was not accustomed to anything but wheat—no European people can eat bread made from the other grains—and the Italians were made ill by the wheat substitutes. Wholesale illness

at home was heard of at the front, the morale of the troops was broken, and then Germany struck.

With this incident Mr. Heinz brought home the situation forcibly to the delegates who had assembled from all over the state.

Attending from Fayette county were P. A. Johns of Uniontown, county chairman of the public safety com-

mitted; Wooda N. Carr of Uniontown, chairman of the speakers' bureau for Fayette county; E. E. Arnold of Vanderbilt, chairman of the food supply sub-committee of the public safety committee's Fayette branch; T. Scott Dunn of Connelleville, a county farm director; and George S. Connell of Connelleville, Executive secretary of the Fayette county branch of the safety body.

Mr. Connell said Thursday that three subjects were taken up at the conference, the second of a series. The first and most important of these was the organization of the speaking campaign in the state. In this connection there was a meeting Monday night in the Union League club, with Secretary of the Treasury W. G. McAdoo as the principal speaker. The Fayette coun-

Mr. McAdoo, who, by the way, was the first Democrat ever the official guest of the Union league, emphasized the necessity of driving home the real issues of the war through a series of campaigns. Practical plans for these campaigns were discussed at a Tues-

day morning conference, when the principal feature was an address by Frank E. Bestor, of the committee on public information, Washington.

**FINE WHEAT**

Grain Exhibited at Uniontown Said to Be Best in State.

Wheat shown at the Fayette County Farm exhibit surpasses in quality and conformity any shown at an exhibit in Pennsylvania this year in the opinion of Nicholas Schmitz, who is judge for the show. Mr. Schmitz is well pleased with the exhibits in general, but the wheat table won his particular admiration. The judging was com-

Practically every product of the farm is represented at the display which taxes the capacity of the Keystone display room. The exhibits are

arranged on tables with the name on each exhibit, according to prize they had won.

Porter Brothers, East Millsboro, won the possession for a year of the silver loving cup, donated by the Citizens Title & Trust company. The cup was offered for the best exhibit of yellow

corn, and was given on competitive rules and must be won three times by one farmer for its permanent possession. The special prize of \$20 was offered by J. F. Hogsett and son, for the best exhibit of wheat, and was won by N. G. Kerns of New Salem.

Canned fruit and vegetables are being exhibited by the Lower Tyrone Canning club. The club is composed of girls ranging in age from 10 to 14

years. The club leaders are Mrs. Goldie Orbin and Miss Bess Mortland. The ribbon exhibits by the club were canned by, First, Clara Hixon; second, Cora Hixon, and third, Martha Luckey. Other members of the club are Helen Ruse, Mary Luckey, Lillian Zivney and Pearl Mosser.

Mr. Schmitz gave a talk Thursday morning at the display rooms on the

exhibits, and how farmers may work to correct defects found in the products.

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**Married in Greensburg.**

Miss Blanch Kelp of Scottdale and Charles Hough of Fayette City were quietly married at the parsonage of the United Brethren church in Greensburg Thursday afternoon. The young couple left immediately on a short wedding trip. On their return they will reside in Bethlehem.

## FIREMEN ELECT OFFICERS

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1477. Woods at Belvedere.

**Scottdale Bank's First Dividend.**  
The initial dividend of the Scottdale Trust Company was declared at a meeting of the directors last night. The dividend is one of six per cent, and the first quarterly installment of 1½ per cent will be paid in January. The Scottdale Trust company has been in operation but two years, and its growth has been rapid.

100% Satisfaction Guarantee

## DEVELOPMENT OF BY-PRODUCT COKE AN EFFECT OF WAR

Conditions Favored Large Investments Essential to Expansion.

### SAVING TO BE AFFECTED

In the Recovery Estimated to Be \$24 Per Ton of Coke, or \$1,000,000 Tons of Coal Annually at Present Rate of By-Product Output.

The growth of by-product coke making and the recovery of by-products incident to the process has been one of the striking effects of the war on industry. The cause of this rapid increase has not been a desire to take advantage of the inflated prices for by-products due to the war conditions, says an authority, but a financial condition favoring large investments brought about by the war, and making it possible to carry forward plans made previously.

On January 1, 1915, there were in operation 6,438 by-product recovery ovens of various types and sizes in the United States and Canada, having a capacity to carbonize 24,000,000 tons of coal per annum, and to produce therefrom approximately 18,000,000 tons of coke. Despite the fact that in the interim practically five hundred ovens have been discarded, on January 1, 1918, there will be in operation, if present contracts are completed, 9,900 ovens, having a capacity to carbonize 47,000,000 tons per annum giving a coke production of 35,000,000 tons. In this three-year period by-product coke production will have practically doubled and there will have been as much gain in capacity as in the previous 20 years.

While a number of the new installations have been undertaken as commercial enterprises the larger part of the gain in number and capacity of plants has resulted from furnace and steel interests providing their own sources of fuel production. Under the stress resulting from war conditions the increase in by-product coke producing capacity has been a most fortunate development. The hindrance to transportation and labor shortage have curtailed beehive oven production so largely that without the additions to the by-product plants and the construction of new ones the iron and steel industries would have been in a desperate plight.

Aside from this an impressive fact, well known to all persons posted on the subject, is the conservation of coal which is affected through the production of coke by the by-product process and the utilization of the by-products therefrom. This is illustrated concretely by taking the results to be obtained by the operation of a modern by-product plant running on an 85 per cent high volatile and a 15 per cent low volatile coal admixture.

To make one ton of furnace coke requires 14 to 15 tons of coal. Compared with beehive coking the by-product affects a saving, having a fuel value of 825 pounds of coal which is determined as follows:

Nine thousand cubic feet of gas, having 550 B. t. u. per cubic foot, used as fuel, has a fuel value equivalent to 350 pounds of coal. The 15 gallons of tar recovered and used to make creosote oil, pitch, lampblack, various oils and dye materials has a fuel value of 133 pounds of coal. Four and one-half gallons of benzol or light oils used for explosive bases, motor fuel, dye material bases, phenol and other chemical manufactures and as a solvent and cleanser equals 42 pounds of coal in its fuel value. The 120 pounds of coke breeze used as fuel is equal to 100 pounds of coal. In addition other wastes in the by-product ovens are estimated at 200 pounds of coal per ton of coke. These several savings in the by-product process are thus seen to aggregate 825 pounds to every ton of coke produced.

In addition 33 pounds of ammonium sulphate are recovered in making a ton of by-product coke. This has no fuel value but it has a commercial value for use in the manufacture of fertilizer for refrigeration and for nitric acid and other chemical manufactures.

In arriving at the foregoing fuel values that of the gas is put as against raw coal, B. t. u. for B. t. u. There is a further saving in the blast furnace of 200 pounds of coke per ton of beehive coke formerly used. Figured back on a coal basis these 200 pounds of coke represent 232½ pounds of coal at the beehive oven so that the total saving amounts to approximately 1,000 pounds of coal—0.55 ton—for each ton of by-product coke made in the modern plant. Since the ovens added from January 1, 1915, to 1918 will produce practically 16,000,000 tons of coke per annum, it follows that they will save annually the fuel equivalent of 9,000,000 tons of coal.

### BORROWING LOCOMOTIVES.

Railroad's War Board Direct Movement of 100 to Eastern Roads.

The Railroad's War Board has directed the loan of 100 locomotives to the Eastern railroads for an indefinite length of time by the roads operating west of the Mississippi river, with the purpose of relieving the situation in this territory.

In all the circumstances however, the relief will be infinitesimal, in the opinion of a Pittsburgh railroad official, who cites the case of a single division of his system where alone 600 freight locomotives are employed constantly, the efficiency of which is reduced 20 per cent at this season, equivalent to the withdrawal of 120 of them.

Have You Coal Land for Sale? If so, advertise it in The Weekly Courier.

## EQUIPMENT ORDERS WERE RESTRICTED

Because Capacity of Mills Was Over-sold: Thousands of Cars Ordered But Mainly for Foreign Use.

Rail mills have taken contracts for standard and light sections this year amounting to only 1,500,000 tons being approximately the same tonnage as was taken in 1914, but with that exception the 1917 orders are the smallest in ten years. Twice this tonnage could have been sold however, if the rail mills had been in position to accept business. In 1916 rail contracts aggregated nearly 5,000,000 tons making total orders in the last two years 6,500,000 tons or an average rate of 3,250,000 tons a year. This latter tonnage is slightly above the average yearly production of the mills in the last 12 years, although the rail manufacturers today are operating plants having a rated capacity of between 5,000,000 and 6,000,000 tons a year. Not a few of the rail mills however, have been utilized in the last 12 to 18 months to roll shell bars.

It is an interesting fact that in the last six months rail manufacturers have accepted orders for approximately 370,000 tons, whereas nearly 1,200,000 tons were sold the first six months of the year. Of the 600 and 300 tons are little more than mill reservations.

Car manufacturers have taken contracts thus far this year which will call for the payment by the railroads and the government of approximately \$296,000,000. In the last 12 months orders have been booked for 122,335 cars, of which 91,774 are for export, including 22,773 for United States railroads building in France. It is thus evident that domestic orders have been only 50,561. These are the smallest orders placed by domestic roads in 20 years.

Locomotive shops have taken orders for 5,771 engines since the first of January, of which 3,723 are for export, including 2,014 for United States railroads in France. Domestic roads have ordered 2,148 locomotives. With three exceptions, 1915, 1914 and 1908, these are also the smallest orders for home use in 20 years. It is estimated that the contracts for motive power both domestic and foreign placed this year will require the expenditure of \$293,500,000.

## BELGIANS ARE THE LEADERS

In the Exploitation and Development of the By-Product Process of Making Coke.

"Belgium was a pioneer in the by-product industry," says a Belgian engineer in a recent issue of the Coal Age. The oldest by-product company now in existence is the Societe Anonyme du Charbonnage des Produits, at Flin, Belgium, which was incorporated in 1856 for the mining of coal and the manufacture of by-products. The Products company never ceased for a single day since 1856 to make by-products, and the first anthracene colors ever put on the market were made at Flin by this company, at a time when its coke and by-product department was managed by the noted Belgian chemist, Neyrinck.

"With the advent of the Coppes vertical-flue coke oven the Products company became quite a factor in the by-product industry. That was about 1870, at a time when Germany had only beehive coke ovens and when all coke made in Belgium was produced in retort ovens of the original Coppes style. Not only was Germany behind Belgium in getting rid of its beehive ovens, but even to this day there is not in Germany a single coke oven which is not of the vertical-flue kind first invented by Coppes, a Belgian or the horizontal-flue style developed by Solvay and Semet the former a Belgian the latter a Frenchman both living today. There are many people in this country, even among those in the by-product industry, who believe that the by-product oven is of German origin and developed. To this day Belgian coke ovens have always kept at least one step ahead of all others."

### RESCINDS ORDER

Fuel Administrator Withdraws 15-Cent Privilege to New Mines.

An order issued by the fuel administrator on November 23 permitting new mines to charge 15 cents above producing cost has been formally withdrawn, because, it was explained, it apparently had caused considerable misunderstanding as to the administration's policy on the question.

Dr. Garfield pointed out that it is an economic waste to develop under present conditions new mines which cannot be made to operate at a reasonable profit when normal conditions are restored.

### Coal Inquiry On.

WASHINGTON, Dec. 26.—Inquiry into the coal shortage displaced the sugar investigation on the program of the Senate manufacturing committee today and Fuel Administrator Garfield was summoned as the first witness. The committee planned to take up the sugar problem again Friday and probably will allow Fuel Administrator Hoover to reply to charges made by Claude A. Sprickles, president of the Federal Sugar Refining company that the sugar shortage was caused by the food administration's fixed import price.

### 4 Miners Killed.

KNOXVILLE, Tenn., Dec. 20.—Eleven miners were killed in an explosion at Mine No. 3 of the Barbour Coal & Coke company at Cattoosa, near Nemo, Tenn., late Wednesday afternoon according to word received here today. Seventy-five were in the mine at the time. Whether the explosion resulted from a gas pocket becoming ignited or from the premature discharge of a keg of powder in the mine is not known.

Advertise in The Weekly Courier

## Coal Freight Rates

EFFECTIVE JULY 1, 1917

TO EASTERN PORTS.		ORIGINATING DISTRICT	
Rate per Gross Ton of 2,240 lbs.	Pittsburgh	Connellsville	W. Moreland
Baltimore Md.	\$2.10	\$2.00	\$1.85
Chester, Pa.	2.15	2.05	1.95
Harrisburg Pa.	1.35	1.70	1.55
Johnstown Pa.	.85	.75	.60
Lebanon Pa. P. R. R. and F. & R.	2.05	1.90	1.75
New York N. Y. (37th)	2.10	2.25	2.10
New York N. Y. (R.R.)	2.20	2.35	2.20
Philadelphia	2.15	2.00	1.85
Sparrows Point	2.15	2.00	1.85
Stanton Pa.	1.85	1.70	1.55
South Bethlehem Pa.	2.25	2.10	1.95
Syracuse N. Y.	2.30	2.25	2.00

TO ATLANTIC PORTS via P. R. R.		ORIGINATING DISTRICT	
Rate per Gross Ton of 2,240 lbs.	Pittsburgh	Connellsville	W. Moreland
Greenwich local	1.90	1.75	1.60
Greenwich export	1.70	1.55	1.40
South Amboy F. O. B.	2.05	1.90	1.75
Elizabeth Cove	2.10	2.25	2.10
Greenville	1.90	1.75	1.60
Canted Bait local	1.90	1.75	1.60
Canted Bait export	1.65	1.45	1.30
To ATLANTIC PORTS via B. & O.			
St. George Coal Piers	2.40	2.25	2.10
St. George for Export	2.05	1.90	1.75
Philadelphia Coal Piers	1.90	1.75	1.60
Philadelphia for Export	1.70	1.55	1.40
Curtis Bay Piers	1.90	1.75	1.60
Curtis Bay for Export	1.60	1.45	1.30

The rate from the Fairmont District to Johnstown in the Monongahela Railway to state line, below state line to Fairmont, Pa. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania Railroad south of Ruffalo, from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River Railroad.

TO WESTERN PORTS.		ORIGINATING DISTRICT	
Rate per Net Ton of 2,000 lbs.	Pittsburgh	Upper C.ville	Lower C.ville
Canton O.	\$1.10	\$1.20	\$1.25
Chicago Ill.	2.05	2.05	2.20
Cleveland O.	1.15	1.25	1.30
Columbus O.	1.15	1.15	1.30
Detroit, Mich.	1.40	1.40	1.55
Indiana Harbor, Ind.	2.05	2.05	2.20
Toledo O.	1.25	1.25	1.40
Youngstown O.	.85	.85	1.00
Lake Ports	.90	1.05	1.05

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffalo south to and including Brownsville and Brannell on the Pittsburgh, Virginia & Charleston railroad eastward to Dawson on the Baltimore & Ohio railroad eastward to Dickerson Run and southwest to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania Railroad south of Ruffalo on the Pittsburgh, Virginia & Charleston except Brannell and all Monongahela River railroad points New York Central points east of Dickerson Run including Connellsville Transfer and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



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New Company Incorporated in Pennsylvania, owning 200 acres of high grade, low sulphur By-Product or Smelting coal and special Semi-Smokeless steam bunker or export coal with 16 acres surface fronting P. R. R. carrying Clearfield rate East offers participation to develop into shipping mine, to responsible interested parties. Address:

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I want to buy a large pile of coke ashes.

C. E. Rapalee  
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## POSTERS TEACH SAFETY

Accident Prevention Bulletins Sent Out By State.

Late series of accident prevention posters sent out by the Department of Labor and Industry at Harrisburg to teach the lesson of Safety First. Always contain much interesting data.

Poster No. 11, for example, tells of eight men killed with each death a preventable accident. Pile all material safely, protect all electric wires properly, do not touch wires unless you know dangerous current is cut off, report all injuries at once and receive proper medical attention, and keep from under suspended loads, are the lessons taught by these unnecessary deaths.

Poster No. 12 contains a striking photograph showing an infected hand, which resulted in death though the original injury was but a slight one. No. 13 shows a photograph of men wearing goggles, leggings, and sound shoes and thus protecting themselves from splashes of hot metal in a mill. No. 14 points out the industrial accidents for which carelessness is the remedy. Injured 250,000 and killed over 2,500 in Pennsylvania last year.

That we may help maintain our industries at full fighting strength so that the supplies necessary for our soldier boys at the front can be furnished is the message of No. 16 "Healthy careful workmen at the firing line in the factory are just as necessary as the brave soldier boys in the front line trenches," the poster says. Prevent industrial accidents.

A larger poster shows how 2,670 workers in Pennsylvania's industries sustained accidents which resulted in their deaths during the 12 months of 1916. It shows the relative dangers in the various classes of industrial work and sets for the prime out causes that resulted in fatal injuries to workers in the various classes of industry. Of the 2,670 workers killed in industrial accidents 1,782 were married leaving 2,905 dependents. Just 1,110 workers were killed in general industrial establishments 1,112 in mines and 413 in public service work. Fayette county had 101 killed Westmoreland 85 and Allegheny 397 the last being the highest in the state.

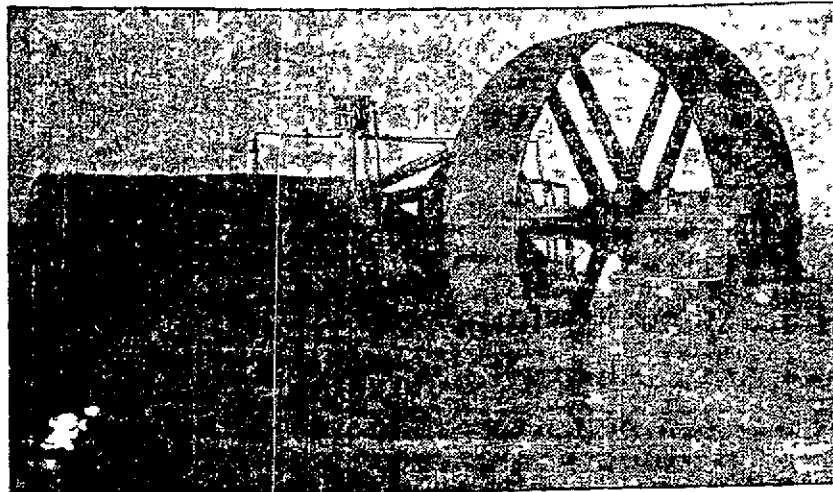
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## ACCUSES COAL MEN

Pechin Correspondent Says They Are Charging Extortion's Prices

The Pechin correspondent of The Courier has a kick against the coal men of this vicinity who he says are charging extortion prices for fuel. According to the correspondent the prices fixed by the administration have been exceeded, he says.

The severe winter weather of the past week has been taken advantage of by the custom coal men to advance again the price of coal in spite of the fact that the President has stipulated that the prices of coal shall not be extortionate. Coal that was delivered for \$3 a load for 25 bushels in October was advanced in November to \$15.00. During the past week has been advanced to \$1 and \$1.50 a load though there has been no advance in the price paid for mining the same. It would be well if the administration would call these greedy coal men and have them obey the laws. It is cause the people need and must have coal is no reason why their necessity should be taken advantage of to compel them to pay extortionate prices for fuel merely because the coal men want to make more money.

## Fire in Abandoned Mine.

City firemen worked for two hours Thursday afternoon flooding a fire in the abandoned Fied Opperman mine between Norrell and Beshore streets. West Side Clubmen played in the mine and a fire which consumed the workings on Sunday but the fire was not reported until yesterday. Chief W. E. DeBolt thinks the fire has been extinguished, though Truck officials had declared it was not controllable.

# Homér L. Burchinal

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Colonial Coke Company Smock	100	U. S. Frick Coke Co.
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